Date: 5th January 2018

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Programme Officer
Joint Local Plan Team
Strategic Planning and Infrastructure
Plymouth City Council
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Dear Sir/Madam,

PLYMOUTH & SOUTH WEST DEVON JOINT LOCAL PLAN
MATTER 8: PRE-HEARING STATEMENT

We are pleased to enclose a pre-hearing statement on behalf Bloor Homes South West Ltd that has a controlling interest in Land at Filham East of Ivybridge, which is proposed to be allocated for 200 dwellings pursuant to draft Policy TTV9.

Policy TTV9 Land at Filham, Ivybridge

We support the proposed allocation for 200 homes and the requirements (1 to 5) for the site set out within Policy TTV9. We consider that the scale of housing is justified having regard to the evidence provided in our previous representations to the Regulation 19 consultation in April 2017.

WYG and Bloor Homes have started the pre-application process with South Hams District Council in relation to the preparation of a planning application for the site. The intention is to submit a planning application for the site this spring. All necessary technical assessments have been carried out in order to inform the masterplan process for the site. These assessments include topics in relation to ecology, transport, air quality and landscape impact that have informed emerging concept masterplans for the site. Details of these assessment are appended for information.
Policy TTV9 Modification Objection

In respect of the specific development requirements included within draft Policy TTV9, we support bullet points 1-5. We object however, to the proposed modification to draft Policy TTV at bullet point 6 that requires "Improved road and junction connections to the south of the A38".

There are several flaws with this modification that render Policy TTV9 unsound. These flaws are as follows:

1. There is no scheme in place or prepared by the District or County Council to improve connections south of the A38. No such options have been consulted upon by the Council.
2. A southern link to the A38 has not been scrutinised by any Sustainability Assessment or any other technical supporting documents to demonstrate that such a link is required or deliverable.
3. Godwell Lane, which currently connects to the A38, is unsuitable to accommodate any significant level of development traffic due to the single width, country lane character of the road.
4. Any widening of the lane is likely to involve third party land outside of the control of Bloor Homes or other developers that the Council is seeking to impose this requirement upon.
5. The Barret Homes development was approved without the need to divert traffic south on Godwell Lane, indeed at one point the Highway Authority discussed blocking this road to prevent traffic from such movements.
6. The wording of modification bullet point 6 implies that land at Filham, subject to Policy TTV9, is required to physically connect via a new road to Godwell Lane and/or the A38. This is physically impossible due to land ownership and viability constraints of such a large new road.
7. If the modification requires connection by other means, land at Filham would provide its main vehicular access via the frontage with the B3213, which already connects to St Peter’s Way and Godwell Lane. In highway terms however, this route should be discouraged due to the restricted nature of Godwell Lane that is unsuitable for any strategic link to the A38.
8. A far more sustainable option would be to encourage use of the park and ride/train station that is within walking distance of land at Filham.
9. Such a link is not necessary in highway terms. The approved developments at the east of Ivybridge have all demonstrated that there is sufficient capacity in the town centre highway network that links to the A38. As part of the site assessments undertaken by Bloor Homes, it has been shown that the town centre junctions would still operate within their intended capacity with the development traffic associated with land at Filham, together with traffic from committed development.
10. We understand that one reason for an alternative route to the south is due to the town centre Air Quality Management Area (AQMA). The Council has described that the AQMA has resulted from parked cars along Western Road on the approach to the A38 causing traffic to queue during peak traffic periods, producing localised car emission issues. The Council has advised that this issue would be easily mitigated by imposing double yellow lines preventing on-street parking along short stretches of the road. An alternative would be an urban clearway, only preventing on-street parking during peak traffic hours. Thus residents would be able to park on the highway for the majority of the time.

11. Bloor Homes has commissioned WYG to prepare an air quality assessment in relation to land at Filham. This assessment has assessed the existing air quality within the AQMA (and other locations in the town) and has modelled the effect of committed development upon air quality. In addition to the baseline and committed development, the model shows that the development of land at Filham would have a negligible effect upon air quality within the AQMA.

In conclusion, the modification to Policy TTV9 that requires Improved road and junction connections to the south of the A38 has not been demonstrated by the Council to be required or deliverable. All town centre junctions would operate within their intended capacity with already committed development and land at Filham completed. The development of land at Filham as been shown to have a negligible effect upon air quality within the AQMA. We therefore request that modified bullet point 6 of Policy TTV9 is deleted.

**Housing Trajectory**

We note that the housing trajectory submitted by the Joint Councils indicates that the delivery of the allocation is anticipated to be between 2022 and 2028, with a build out rate of between 20 dpa and 40 dpa. Given the clear justification for the scale of housing at the proposed allocation site which presents no fundamental constraints to development, we consider that the housing numbers could be delivered in advance of this anticipated timescale. Furthermore, the build out rates appear to be conservative given the normal build out rates of Bloor Homes. It is considered that the proposed allocation site could potentially deliver within a shorter timescale and therefore offer a significant contribution to the five year housing land supply. Nonetheless, we do not have any fundamental concerns with the flexibility offered by the current trajectory in terms of maintaining and delivering the projected housing targets.

**Policy DEV8 – Affordable Housing**

In line with our previous Reg 19 representations, we continue to support the proposed levels of affordable housing provision at 30% as stated within draft Policy DEV8 albeit
with the changes stated in our previous representations in respect of the inclusion of a “minimum” target. We note that the proposed modifications to the Joint Local Plan, submitted to you in December 2017, seek to address this inconsistency by adding “at least” to the 30% provision. We consider that this new proposed wording does not address the matters raised in our previous representations for the reasons that we have already stated in respect of providing certainty for developers.

We trust that this pre-hearing statement provides an overview of the issues and matters to be discussed at the examination hearing for Matter 8, and we look forward to attending the session in due course.

Yours sincerely

Robin Upton
Director
For and on behalf of WYG

CC: Bloor Homes South West Ltd
North Filham, Ivybridge

Concept Master Plans

February 2017
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1. Introduction

1.1 Purpose

This document accompanies the Concept Master Plans commissioned on behalf of Bloor Homes Ltd. The purpose of which is to expand on the design principles which has lead to the development of the proposals.

1.2 Background

Bloor Homes currently control two parcels of land (see figure 1) which lie beyond but in close proximity to an area of land which is currently allocated for Mixed Use development.

The adopted Ivybridge Site Allocations DPD (February 2011) identifies the east periphery of Ivybridge as the preferred area to expand the town as part of a mixed use development. The Development Plan Document shows that the two parcels of land lie further beyond the proposals and are therefore long term opportunities.

Following a high level Strategic Framework assessment further parcels of additional developable land were identified. The purpose of which is to provide opportunity for a more widely connected coherent development which relates more successfully to the existing allocations and developed areas.
Figure 1: Ivybridge Proposed Neighbourhood Plan Area - showing existing Bloor Homes sites
2. Constraints & Opportunities

2.1 Site Allocations

The Ivybridge Site Allocations Development Plan Document (DPD) forms part of the South Hams LDF. It deals with allocating sites for development in Ivybridge to 2016 and beyond.

Land to the East of Ivybridge has been allocated for mixed use development to meet the long term housing, employment and community needs of the town to 2016 and beyond. This is designated in the DPD as allocation proposals l1 (see figures 2 & 3)

Whilst the Bloor Homes proposals are outside this allocation it presents opportunities to increase connectivity and improve linkages to the town centre and train station as well as employment opportunities, new sports facilities.

2.2 Existing Applications

As part of the I1 proposals, Barratt Homes and Hannick Homes have submitted applications to South Hams within allocation area for a combined total of 420 dwellings and a number of employment/community use units.

**Barratt Homes scheme** (see figure 4):

- Description - Residential development comprising 222 dwellings with green infrastructure, public open space, flood attenuation provisions, vehicle access points, internal roads and pedestrian/cycle links and associated works.
- Planning reference - 57/1347/14/F
- Location - Torrhill Farm, Godwell Lane, Ivybridge

**Hannick Homes scheme** (see figure 5):

- Description - Outline application for mixed use development of approx 198 no. dwellings, public open space, employment uses (including Health Centre), a neighbourhood centre and new roundabout on Exeter Road (access to be considered)
- Planning Reference - 57/2472/14/O
- Location - Land off Rutt Lane, Ivybridge
2.3 Access & Transport

WYG’s Transport Planning department carried out a feasibility study and has assessed the existing road network. Following this evaluation proposals for the widening of sections of both the B3213 (see figure 6) the Rugby Club Lane bisecting the plots leading to Davids Lane (see figure 7) have been produced.

These proposals optimise the siting of the access’ to provide the safest arrangement whilst minimising the impact on the existing road network and the surrounding land.

The capacities of the junctions have been based on the assumption that the expanded scheme will eventually be delivered. This prevents the need for future expansion works and the inadvertent sterilisation of land parcels.

These access arrangements for the starting points of the Concept Master Plans.

With respect to wider transport links the area is well served for both public and private transport. Ivybridge has a national rail station located less than a 1km from the proposed developments main entrance. Similarly there are a number of bus stops along the B3213 within easy reach of the main entrance which are served by routes into Ivybridge, to local towns such as Ashburton and further afield to Plymouth and Torbay.

The A38 Devon Express Way runs to the south of the site and with access either through Ivybridge or to the east along the B3213. This provides convenient travel to both Plymouth and Exeter and beyond.

In addition to vehicular links the site benefits from proximity to national cycle way route 2 which runs along the B3213 and provides cycle paths into the national park and the wider area.

The site also benefits from proximity to walking access routes up onto Western Beacon and the Dartmoor national park beyond.

For more details on the transport feasibility please refer to A091967 Feasibility Assessment 01.08.2016
Figure 6: Proposed Site Access Option 1 - Un-named road leading to Davids Lane

Figure 7: Proposed Site Access Option 2 - B3213
2.4 Ecology

EAD Ecology carried out a Desk Study and a Phase 1 Habitat Survey to determine an Ecology Baseline for the site.

The findings of the Study and Survey can be seen in figures 8 and 9 respectively. Figure 9 - Phase 1 Habitat Plan is based on the main, controlled, plots. The additional plots were also assessed but to a lesser, preliminary degree. The detailed results of both surveys can be found in the Baseline document appendices.

The report concludes that:

• No over-riding ecological constraints to development of the site were identified and the majority of the site is of low ecological value.
• There is the potential that Habitats Regulations Assessment may be required, dependent on the results of the survey. The assessment would be required to establish the level of such a contribution for development within the Plymouth Travel to Work Area. Mitigation may be required, dependent on the results of the assessment. Tariff contributions for development within the area have previously been set at approximately £30-40 per dwelling; consultation with SHDC would be required to establish the requirement and level of such a contribution. Within the Plymouth area, the cost of such a contribution may be increased. It is likely that the cost would be detailed in the S.106 agreement.
• Notable habitats are present (species-rich hedgerows and mature trees) and these are likely to have associated protected/notable species.
• The retention and enhancement of the species-rich hedgerows and associated mature trees would avoid or reduce many of the key potential adverse ecological impacts, including impacts on protected species. Where these habitats need to be removed, compensatory habitat creation/ enhancement is likely to be required.
• Further survey is required to establish the presence of protected/notable species to inform assessment of the development and ensure legal compliance. It is likely that some protected species mitigation (e.g. maintaining bat flight-lines and foraging habitat through the site) would be required even if key habitats are retained.

In accordance with the Policy CS10 of the South Hams LDF Core Strategy and the NPPF, it is expected that South Hams District Council would seek to deliver ‘biodiversity gain’ through the development. Measures that could be implemented to deliver biodiversity gain and offset the ecological impact of the development include the following:

• Retention and enhancement of hedgerows and mature trees. The long-term management/maintenance of these habitats could be subject of a Landscape and Ecological Management Plan (LEMP).
• Habitat creation such as wildflower grassland creation and native shrub/tree planting in Public Open Space, and wetland creation within SuDS.
• Inclusion of features that can be used by roosting bats and breeding birds into new buildings, such as ‘bat bricks’ and bird boxes targeted at declining urban species such as swift and house sparrow.
• Lighting strategy designed to prevent light-spill onto adjacent and retained habitats.

Based on the findings of this report the principle of retaining the hedgerows and mature trees has been given a high priority when planning the site development.

The concept of Green Corridors has been used to provide both integration between discrete plots and to provide buffers to areas of ecological importance. This methodology also retains and promotes bat flight-lines through the site.

Sustainable Urban Drainage Systems (SuDS) have been used to introduce potential wetland habitat to increase diversity as well as manage surface water run off.

New hedgerow and tree planting has been indicated to mitigate unavoidable losses and to create new habitat in public open space.

Figure 8: Statutory and Non-statutory Sites with 2kms

Figure 9: Phase 1 Habitat Plan
2.5 Landscape Appraisal

Landform is a defining characteristic of the site and its context. The site is split across two pastoral fields that are located either side of a minor road (David’s Lane). The fields occupy an area that lies within valley space between Ugborough Moor in Dartmoor to the north and Ludbrook to the south. The area is defined by adjoining hills creating an undulating landscape with areas of valleys and dips across the landscape. As a result, the sites occupy land that gently undulates, falling to the south west.

At a national level, the site lies within the NCA 151 South Devon. Key characteristics of the area are:
- Rounded hills, without strong patterns, separated by steep, intricate wooded valleys with fast flowing rivers.
- Rias, or drowned river valleys, with large expanses of tidal water and mudflats extending far inland. The rias are often steep-sided, with broadleaved woodland down to the tidal edge.
- Arable and pasture fields, with larger fields on the higher flatter land and a more intact, smaller irregular field pattern on the valley flanks. When ploughed the characteristic red soils add to the pattern of the landscape.
- Wildflower rich, often treeless, hedgebanks providing field boundaries and borders to the typical narrow sunken lanes linking scattered farmsteads and hamlets.
- Villages and towns generally in sheltered valley locations or at the heads of rias, with the larger urban settlements located at either end of the coastal stretch. Rural buildings of local stone and slate, with some cob and thatch.

The presence of Dartmoor on the northern horizon is a defining characteristic of this area. Situated below the open skyline, moorland rim and wall-patterned upper slopes of Dartmoor, this landscape forms a patchwork of fields, small woodlands and some estate planting. Together they create a settled, well-treed and scenic landscape. Despite the presence of the A38 and the town of Ivybridge, the area’s narrow wooded valleys retain an intimate and secluded character, with tree-lined rivers snaking through a pastoral landscape of meadows, woodland and estate parkland.

The area within which the site lies is identified as 2D Moorland Edge slopes landscape type and is defined by the key characteristics below:
- Sloping upland moorland edge.
- Mix of open unenclosed moorland, pastoral farmland and rough grass.
- Variable field sizes, often small.
- Small areas of conifer plantation and mixed and amenity woodland.
- Local dominance of beech as hedgerow and roadside tree.
- Some artificial landform locally as result of mineral extraction.
- Open, with long views.
- Sparsely settled with farms and villages, sometimes influenced by adjacent urban edges.
- Limited road network.
- Recreational use.

The area was previously defined within the South Devon AONB and South Hams District Council Landscape Character Assessment (Adopted 2007) as area 4D Lowland Plain defined as ‘Areas of settled level to gently rolling, but not sloping, lowland. Mixed farmland with a variety of settlement sizes and types. The farmland is in mixed cultivation in a large but irregular or sub-regular field pattern, characteristically lacking woodland and hedgerow trees, with tall sloping banks, wide mixed hedgerows curving around large fields and oak as a distinctive roadside tree. The highway network is sparse. Long views are available in places over the hedges’. The area joins with the character areas of Moorland Edge slopes (2D) to the north and Lower Rolling Farmed and Settled Slopes to the south (3B). The extent of these character areas is illustrated on Figure 10.
Figure 10: Landscape Character Plan
2. Urban Form

Ivybridge has a varied urban character however the majority of the developed land in the area present a mix of commercial properties and suburban dwellings to the west and rural pockets of development in the form of farm buildings and agricultural/commercial units around North Filham itself.

A mix of development ages can be seen from pre-victorian cottages and farm house to 1960s up to circa 2000’s estates. Providing a rich mix of building types, styles and characters.

The suburban principle has been utilised to build upon to the local the predominant outskirts character and to provide a medium density scheme which suits both the topography of the site and its context as an extension of Ivybridge’s development boundary. Composing of mostly semi and detached properties with the inclusion of short terraces introduced to provide variety and reinforce the public realm perimeter in key locations.

In contrast to much of the existing suburban development to the east of Ivybridge however it is proposed that in general cars will be parked to the side of properties not in front. This provides both the scope to reduce plot depths, and adjusting dwelling spacing to suit topography but also prevents the proposals from appearing car dominated as is the case with much of the existing schemes.

The Indicative Master Plan is based on an integrated movement framework that will ensure connectivity and legibility. The term legibility refers to the ease with which the form and structure of streets and buildings can be understood as a coherent pattern. A clear hierarchy of streets and spaces with different characteristics helps to promote legibility and creates a series of perimeter blocks. The perimeter block layout promotes active and attractive streetscapes.

The design also uses other devises, such as emphasising corner buildings, appropriately terminating views and vistas and carefully locating squares and other public open spaces.

The proposals aim to create streets and open spaces that are Well-overlooked and feel safe. It illustrates that all streets and open spaces will be fronted by development. Distinguishing between public fronts and private backs is a key principle of the site plan, helping to achieve inviting public spaces and secure private rear gardens for residents.

Examples of existing property types and development forms can be seen over leaf.
2.7 Topography

The site is located in an area of inland undulating uplands, on the southern edge of the Dartmoor National Park. The ground rises from the southwest corner of the site to the northeast and beyond on up to the Western Beacon and the Dartmoor National Park.

Gradients vary across the parcels. In the main, the northern parcels vary with shallowest falls towards their north boundaries becoming gradually steeper to the south. The gradients in these parcels vary from approx. 1in14.5 to 1in10. The two southern parcels consistent until they reach the southern third where the gradients reduce as the southern boundaries are approached. In the case of parcel 18 there is a steeper band roughly a third of the way down its length which presents the steepest part of the site reaching 1in7 at its worst. Besides this area the southern parcels vary between approx. 1in10 and 1in13.

With gradients of this nature it is critical that the site layout respects and responds to the lay of the land to minimise cut and fill whilst maximising the opportunity to develop the site with suitable densities.

The approach taken has been to work with the natural contours wherever possible. One of the key points was creating a road network that allows the positioning of plots and open space to reduce regrading requirements. The selected suburban development form also lends itself to this environment. Continuous urban frontages can require a lot of regrading were as the short terraces, semi- and detached properties of a suburban scheme provide breaks and spacing to allow level changes to be accommodated more organically and efficiently. In the one place where longer semi-urban frontages have been used, to the south of parcel 01, these have been designed to work with the contours providing an opportunity for higher density and a stronger development edge to the main area of public open space.

2.8 Summary

A brief summary of the main constraints and opportunities follows and adjacent the Constraints & Opportunities Plan (fig. 12) has been prepared to bring together all the various consultants input to provide a coherent baseline for developing the concept masterplans.

Constraints:

- The site is located in an area to the east of Ivybridge, adjacent to an area identified by the adopted Ivybridge Site Allocations DPD as the preferred area to expand the town;
- The site is located in an area of inland undulating uplands, on the southern edge of the Dartmoor National Park. The ground rises from the southwest corner of the site to the northeast;
- There are open views towards the site from Dartmoor National Park and Western Beacon to the north;
- Views from nearby residential properties/farms;
- Vegetation is a key feature of the site with a strong hedgerow boundary around the site perimeter and other hedgerow boundaries within the site. These hedgerows support a number of mature trees which are an important feature;
- Notable habitats are present (species-rich hedgerows and mature trees) and these are likely to have associated protected/notable species; and
- Vehicle access to the site is proposed from the B4123 and Rugby Club Lane which would require road widening.

Opportunities:

- While outside the allocation area, the site present opportunities to provide connectivity and increase linkage to the town centre, railway station and Dartmoor National Park via the walking and cycling network, and provide employment opportunities and new sports facilities;
- There are opportunities to integrate the development with the adjacent setting of Ivybridge and filter views of the development from Dartmoor national Park to the north through the retention of boundary vegetation and hedgerows. Planting within the gardens of individual properties would also assist in screening views from the north and south;
- The site layout respects and responds to the contours of the land to minimise cut and fill whilst maximising the opportunity to develop the site with suitable densities. Short terraces, semi- and detached properties of a suburban scheme provide breaks and spacing to allow level changes to be accommodated more organically and efficiently;
- Where longer semi-urban frontages occur, these have been designed to work with the contours providing an opportunity for higher density and a stronger development edge to the main area of public open space;
- The open spaces to the south of the site could include swales to alleviate surface runoff;
- There is opportunity to retain key hedgerows along the priority habitat/green corridor and supplement this with planting within the site to increase biodiversity, including species rich grassland and potential wetland habitat;
- The retention of hedgerows and trees within the site would add a maturity to the landscape setting of the development and would retain the vegetated character of the landscape to the east of Ivybridge; and
- The location of the proposed site access would enable the retention of important mature trees within the site and would comply with visibility splays required by the DRMB and Manual for Streets.
Figure 11: Constraints & Opportunities Plan
3. Concept Masterplans

3.1 Proposals Landscape & Visual Impact Appraisal

The proposed development as illustrated in the Concept Masterplans, mitigate potential adverse landscape and visual impacts through the retention of vegetation around the perimeter and within the site where possible, and the addition of open space to break up the form and pattern of the development and integrate it with the wider area. The development form of a suburban nature works with the contours of the land and provides a development of a similar nature to that around Ivybridge.

- Trees within the hedgerows are considered to be intrinsic to the character of the local area being a distinct mature features of the field boundaries.
- A key feature of the proposed development is the retention of these existing hedgerows and trees within the site where possible, which are set within linear open spaces which permeate the development. The mature trees and hedgerows along the eastern boundary of plot 18 and the western boundary of plot 1 will be retained, maintaining the important linear vegetative green corridor, which is a priority habitat.
- Access is proposed from the B3213 and Rugby Club Lane, where sections of hedgerow will be required to be removed for visibility splays. There is the opportunity to translocate the existing hedgerow to provide a maturity to the setting of the site entrances.

A review of landscape and visual amenity has been undertaken and its findings have guided the preparation of the concept masterplan. This has demonstrated that existing vegetation could be retained as an integral part of the masterplan giving its importance in absorbing development into the landscape. In conclusion, should the proposed development go ahead, impacts on landscape character or visual amenity could be mitigated. The masterplans provide the opportunity to create new areas of open space and tree planting within the site to enhance the overall landscape amenity of the area, as well as providing the opportunity to create new recreational linkages which would contribute to the wider public access network.

3.2 Masterplan Option 1

The Option 1 master plans only extends to the parcels of land currently under the control of Bloor Homes. Namely parcels, 01, 14 & 18. Parcels 1 & 18 have now been allocated within the Ivybridge Neighbourhood plans for up to 200 units.

The scheme provides for a total of 178 units and approx. 1.3Ha of Public Open Space. This density provides a good balance between development parcels and green infrastructure whilst minimising the need for cut and fill works. Whilst this is under the current allocation limit it provides the opportunity for a high quality development without the increased cost that it is believed reaching the higher density will entail in more extensive civil engineering works.

Parcel 1 is used to provide the main access to the development is presented as the core development area. With access to parcel 14 taken off this through a new opening in the hedgerow. Parcel 18 is accessed through a new access from the un-named lane with the section of lane between parcels 1 and 18 being upgraded to handle increased traffic flow.

This scheme requires some removal of existing hedgerows but minimal effect to mature trees. It is proposed that mitigation planting is used to reinforce the boundary along the B3213 and as long along parts of the frontage to the widened lane.

Public open space have been used to provide both a buffer and entrance features to the development of both parcels 01 and 18. This allows the development to front the existing roads without directly impacting the immediate appearance and character of the roads, in the main. It also provide opportunity to maintain the existing green infrastructure running east west through the site a “green corridor” which can be enhanced by new planting. Further offsetting the alterations to the lane.

Open spaces are fronted onto providing active surveillance and more attractive interaction between public and private realms. Open space is also used to break up the development at key locations to allow options for more substantial level changes and to prevent the scheme becoming overly dense in areas.

Rear or side gardens are used to provide development offset to other areas of existing hedgerows. This creates buffers to the habitat features and provides the opportunity to maintain further green infrastructure without impacting on densities.

Sustainable Urban Drainage Systems (SuDS) are incorporated in the proposals by way of attenuation ponds and swales located in the open space areas at the bottom parcels slopes. These will not only act a water storage and attenuation devices but will also provide enrichment both visually and ecologically to the open spaces and scheme as a whole. Parcel 18 has a natural ditch running along its eastern boundary. It is proposed to incorporate this into the open space running north south along the hedge line as an upgraded swale. Providing both natural attenuation to the steeper sections of this parcel but also a linked green space.

The development proposal also represent an opportunity to generate improved public access to the wider area. This is achieved through highway improvements between Rugby Club Lane and Davids Lane along the unnamed lane. In addition parcel 01 in particular provides improved access by linking the B3213 to the crossing over the A38 along a adoptable standard highway instead of via the narrow Davids Lane, as with the current arrangement. Both of these upgrades afford improved cycle links to the routes south of the A38 as well as improving vehicular links to Ludrook and the areas beyond.
Figure 12: Illustrative Masterplan Option 01
3.3 Masterplan Option 2

As part of the proposals we have expanded the masterplan to include key adjacent parcels. The reasoning is to provide a more coherent and interconnected development and to enhance its relationship with the surrounding area.

In addition to the three controlled parcels 4 further have been identified as being potentially beneficial to provide a more successful scheme.

The additional parcels not only increase the proposed number of units to 300 but also generate extra opportunity for public open space increasing this to over 2.2Ha and affords more scope for mitigation and enhancement planting.

The proposal encapsulates a more logical approach to redeveloping the North Filham area, presenting a wider scope which incorporates land up to the defined boundaries of the A38 to the south and Davids Lane to the east. It also presents opportunities for better connectivity and relationships with the L1 approved allocations than Option 01, a more isolated scheme which feels disconnected from Ivybridge.

Parcels 17 and 15 immediately adjoin the northern allocation boundary. With Option 01 only parcel 16 relates to the L1 allocation in anyway and this is poorly, being in proximity in the northwest corner only and separated by the un-named lane.

Option 2 gives a superior overall integration as an urban extension to Ivybridge building directly on the L1 allocations without detrimentally impacting the character of the wider area.

The suburban principle has been similarly used in Option 2 and has been combined with elements of more widely spaced semi-rural urban form to better build upon to the local character. As with Option 1 open spaces are fronted onto providing active surveillance and attractive but well defined interaction. In general, larger properties and lower densities are used to define public/private realm interaction to open spaces. Particularly to buffers with site entrances, existing roads and key public space. In particular the northern boundary frontage is envisioned to present a transition from green space to suburban form through a strongly defined but well spaced linear development edge, presenting a more semi-rural perimeter along the B3213.

Densities have been led by a combination of topography and interaction with ecological habitat both within and outside of the site. Higher densities are used to the Centre of the land parcels where they will have less impact on the existing vegetation. Parcels 02, 15 and 19 in particular afford opportunities for higher densities than in other areas of the site through a combination more favourable topography and relationship to exiting habitat, vegetation retention.

Perimeter Green space and rear gardens are used to provide buffers to desirable habitat/existing vegetation. Balancing the denser development blocks along the natural land parcel boundaries preventing the appearance of the site becoming overall crowded, retaining an element of visual character and providing the opportunity to create informal pedestrian links, integrate SuDS and optimise cut and fill.

In addition to improved external relationships and integration Option 2 also provides opportunity to create improved internal interconnectivity in particular with pedestrian links between parcels 01 an 18 which are poor in real terms within the restrictions imposed within Option 01. Pedestrian and cycle links can be afforded both by the extended road network but also through more informal connections through interlinked green spaces creating significantly improved separation between vehicular zones and the pedestrian routes and spaces.

Whilst parcels 02, 15 & 17 present potentially negative interaction with immediate neighbours with boundaries which are shared with existing properties. The proposals have been designed to minimise any impact on residents with rear gardens and open space providing offsets to existing buildings along with careful retention and, where necessary, enhancement of natural vegetative boundaries.
Figure 13: Illustrative Masterplan Option 02