

# THE VILLAGE DESIGN STATEMENT

*for*



# SOUTH BRENT

## CONTENTS

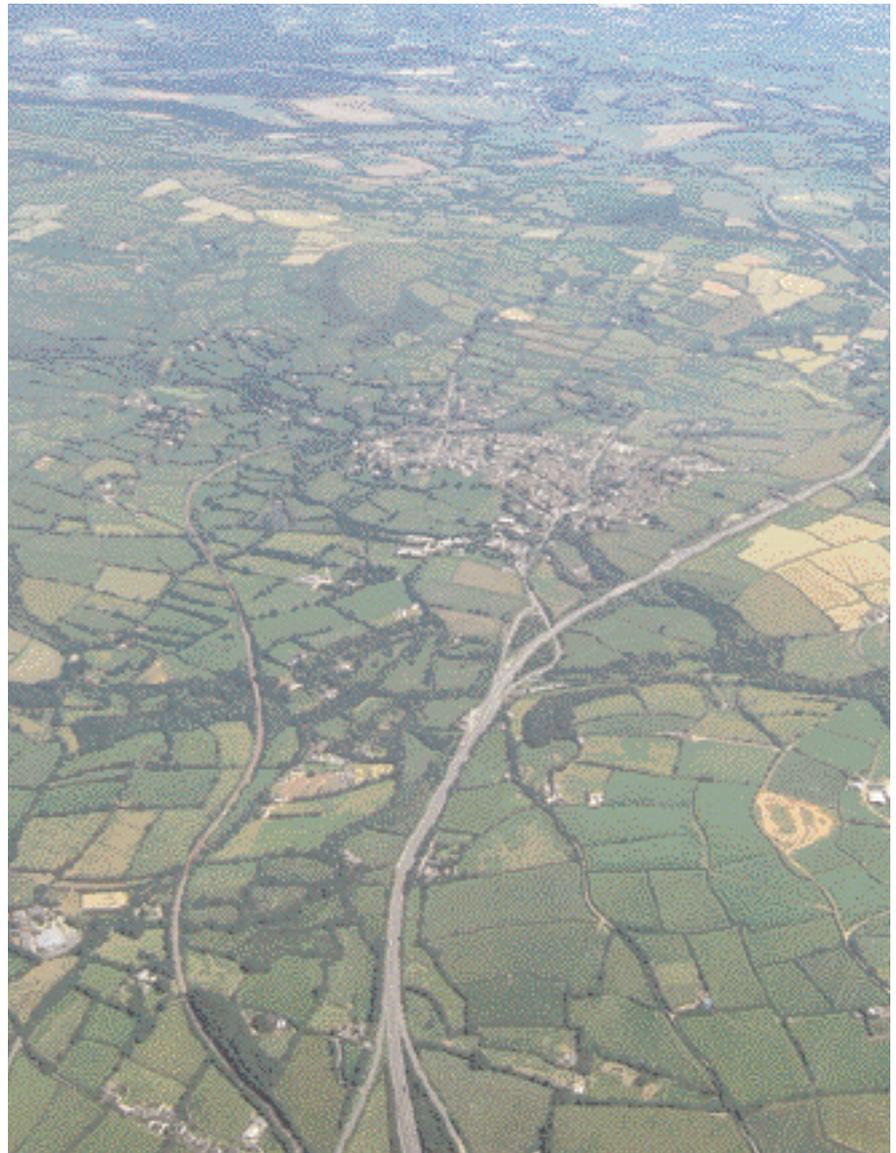
Village Design Statement	2
Introduction to South Brent	3
Geology	4
History	5
Landscape and Setting	8
Streets and Buildings	10
Notable Buildings	21
Special Features and Street Details	27
Design Details	32
Present Concerns	34
The Future	35
Recommendations • Sponsors • Bibliography	36

# VILLAGE DESIGN STATEMENT

---

*No community should take for granted the advantages it enjoys. These are invariably the hard won results of generations of effort. In 2003 the South Brent Parish Plan encapsulated people's aspirations for the future of the village. It is hoped that, in pursuit of the stated aims of the Plan, this Village Design Statement will help to guide future developments of whatever scale, large or small, within the village and its immediate surroundings.*

*The architectural character of the village has evolved through centuries, resulting in a simple yet subtle local vernacular style. The document which follows represents an attempt to summarize the elements of that style as identified by villagers in a number of workshops and collated by a Steering Committee composed of members of the Parish Council and the South Brent Action and Community Group. The Steering Committee acknowledge their debt to Dartmoor National Park Authority's "South Brent Conservation Area Appraisal" for materials incorporated below.*



*Aerial view of South Brent*

# INTRODUCTION

## South Brent

The roots of settlement in Brent, as it is known locally, are ancient and reach back to prehistoric times on the upland moor. Situated against the backdrop of Dartmoor, where the pack-horse route from Exeter to Plymouth crosses the River Avon, power source of its five historic mills, the modern village is a thriving community, home to a broadly mixed population, mostly made up of farmers, shopkeepers, small industrialists, business people, members of the professions, young families, and retired people.



© Crown Copyright. All rights reserved. Licence number (46626).

*Map of South Brent*

Within the framework of the Dartmoor National Park Local Plan, South Brent is designated a Local Centre, in recognition of its function as a provider of services (Primary School, Health Centre, Dental Practice, Post Office, Bank, Shops, Care Homes, Library, Community Centre, Churches) to the village and to smaller outlying communities in the Avon valley and the foothills of the Moor.

Proximity to the A38 Devon Expressway and nearness to other centres of local employment have made the village an attractive target for development, which must, of course, follow the proper planning procedures. The Dartmoor National Park Local Plan and the Local Development Framework, which will succeed it, sets the policy framework for the determination of planning applications by the Dartmoor National Park Authority, the responsible Local Authority.

To assist in this task, the South Brent Parish Council and South Brent Action and Community Group have, in consultation with the village community, produced this Design Statement.

We have sought the opinions of all residents of the village through local publications, public meetings, displays and workshops held since the Village Design Statement scheme was initially launched in 2004. Throughout this exercise, we have had the welcome support of the Dartmoor National Park Authority, and other generous sponsors.

Our agreed purpose has been to provide useful practical guidance to architects, builders, planners, and residents involved in the inevitable and necessary process of change and development.

## GEOLOGY

Geologically the Parish of South Brent falls into four parts, with Dartmoor granite to the northwest, succeeded by narrow bands firstly of siliceous and slaty rocks, then Schalsteins and Tuffs, giving way to slates and shales and finally to the alluvial and gravel deposits of the River Avon below Lydia Bridge.

### Explanation of Geological signs and colours



	Peat
	Alluvium
	River Gravel & Head
	Banded siliceous & slaty rocks
	Slate
	Weard-Efford Grit
	Limestone
	Slate
	Staddon Grits (Grits & Slates)
	Meadfoot Group (Slates with Grit)
	Dartmouth Slate
	Schalsteins Tuffs
	Diabase
	Felsite, Granophyre

# HISTORY

The Parish's oldest building is the megalithic tomb by Corringdon Ball on the Moor northwest of the village. Later concentrations of hut circles on the uplands testify to large scale Bronze Age settlement. Earthworks near the summit of Brent Hill are the remains of an Iron Age defended site overlooking the Avon valley. Early signs of cultivation also date from the Iron Age. Thus Brent has a heritage stretching back 40 centuries.

The Saxons began to develop the modern village. The manor of Brenta formed its centre (now designated a Conservation Area), while nearby farms and landscape features still bear Saxon names. On a bluff overlooking the Aune, as they called the Avon (Celtic "river"), they built their stone church, St Petroc's, very likely on the site of an older foundation by the Celtic saint of that name. Saxon stonework can still be seen beneath the vestry of the 14th Century structure, now much altered.

The medieval villagers extended their settlement eastward. The Domesday Book records three of the four manors incorporating land forming the "in takes" of the Parish as belonging to the Saxon Abbey of Buckfast, founded in 1018. The Abbey retained ownership throughout the Middle Ages, possessing "venville" rights on Dartmoor. The right of pasturage is still enjoyed by farms bordering the Moor. At the Dissolution of the Great Abbeys in 1539, all four manors were acquired by the Petre family, who continued to hold virtually all land in the Parish until the early 19th Century.

By the 14th Century, Brent had become known for its cloth and flour mills, the tin mining carried out in the hinterland, and its annual fair held under a Royal Charter of Edward III, granted in 1350 to the Abbots of Buckfast. The latter continued into recent times in the form of the twice yearly Sheep Fair, ending only with the Foot and Mouth epidemic of 2001. The Toll House still carries a board of fair and market dates, with tariffs for animals, stalls, and carriages, dated 12th November 1889.

*The Toll House (below) and Tariff notice*





Above: Station Road

Main photograph: Plymouth Road



When the ancient packhorse route from Exeter to Plymouth was turnpiked after 1755, Brent became an important staging post. Through traffic moved along the present Plymouth Road, Fore Street and Hillside, and was serviced by the oldest inn, The Packhorse, later joined by The Anchor and The Royal Oak, both coaching inns. This shifted the commercial centre east, away from the oldest part of the village, Church Street. The movement eastwards continued in 1834 when a “bypass” from Brent Mill to Lower Dean via Marley Head created the Exeter Road past Palstone. The old London Hotel (now Clarence House) was then built as a posting house for the famous Quicksilver Mail, which made the journey from Plymouth to London in under 20 hours, including stops.



*From Fore Street looking up Station Road*

From 1849, Brunel’s South Devon Railway ran trains between Exeter and Plymouth, slowing the eastward development of the village as new houses were built closer to the Station. Rail freight made it economical to import non-local materials. The wider world began to hear of South Brent and the village became popular as a vantage point to the Moor.



*Clarence House*

The completion of the branch line to Kingsbridge in 1893 created an important passenger and goods junction, expanding trade and opening up the possibility of commuting from the village. Two important railway buildings remain from this time. One, the Engine Shed, now houses the dental surgery. The other, the old Signal Box, is in a sad state of disrepair, but hope for its restoration springs from its inclusion within the proposed newly drawn boundary of the South Brent Conservation Area.

*The Old Station site with the Engine shed left and Signal Box centre*





*New Road Bridge*

The advent of the motor car rendered the old pack-horse bridge over the Avon at Brent Mill inadequate and, in 1927, it was bypassed with the fine span of the “new road bridge” and the opening of the “new road”, now part of Exeter Road.



*The Old Packhorse Bridge*

South Brent’s importance as a hub in the local communications network led to farmland nearby being selected to accommodate US troops in the build-up to the 1944 invasion of Normandy. Post-war, one of these sites was used for the first of the modern housing estates, Crowder Park.



*Crowder Park*

When the Dartmoor National Park was created in 1951, the old A38 (now B3372) formed its southern boundary at South Brent, dividing the village between two local authorities. The village centre of South Brent, north of the road, fell within the National Park Authority’s jurisdiction, the rest coming under South Hams District Council. This awkward situation was partly resolved in 1994 by a further move of the Park boundary south, to the line of the new A38 dual carriageway constructed in the mid 1970s.

By this time, however, the closure of the railway branch to Kingsbridge in 1963, and the Station itself in 1964, together with the increase in car ownership and vehicle traffic, had already encouraged the building of more “car-friendly” housing estates. This was partly stimulated by the ease with which commuters could now drive from their front door to their place of work in Totnes, Plymouth, Exeter and other towns nearby. It also shifted the centre of the population further south and east.

*Bishopsmead*



## LANDSCAPE AND SETTING

---

South Brent is built in a basin ringed by the southern slopes of Dartmoor and the hills surrounding the River Avon and its tributaries, the Horse and Glaze Brooks. The western horizon is dominated by granite capped Ugborough Beacon, Dartmoor's southernmost Tor. Brent Hill, to the north is a major landmark visible from the Haldon Hills near Exeter, and from many points on the Moor. It can even be seen from as far away as Bolt Head on the coast.

The landscape around the village consists of small fields, enclosed by Devon banks or walls, often densely hedged on top. These are interspersed with woods and coppices of mainly broadleaved native trees, some of a considerable age, providing a friendly habitat for a rich diversity of wildlife.

Eighteenth and 19th Century plantings of specimen trees – Cedars, Scots Pines, Douglas Firs, Horse Chestnuts, Sycamores and Beech – distributed widely in larger gardens, are now in their full maturity and greatly enhance the village. This can be seen most especially beside the Manor along the riverside footpath, known as The Lawns (or more accurately L'Aune Path, after the river, according to local historian, Greg Wall). The Great Yew in the churchyard is the oldest of these by many centuries.



*A Brent Lane*

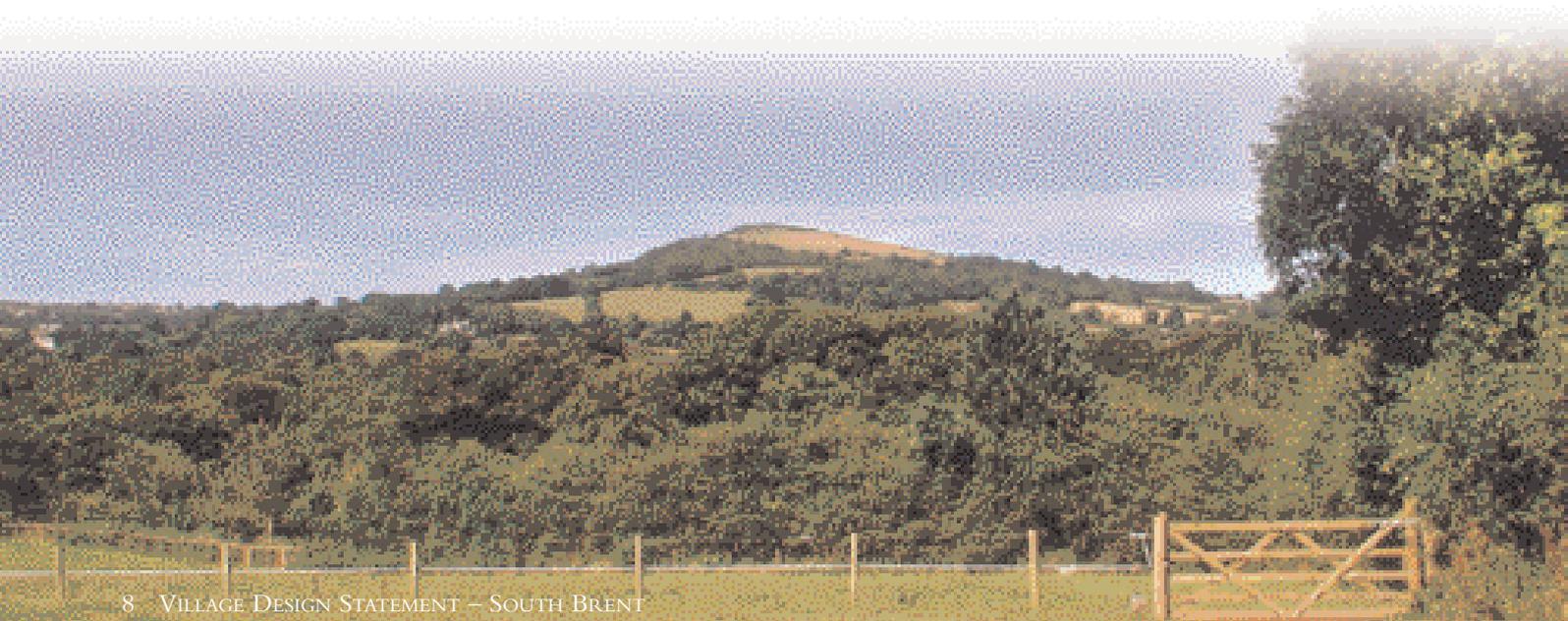


*Horse Chestnuts on The Lawns*



*Mature trees at Somerswood*

*Below: Brent Hill*





*Cedar in Church yard, St Petroc's*

The River Avon, a source of power since the Middle Ages, is a major element of the landscape. Thickly wooded along large portions of its banks, and dividing at The Island below the Church, the river forms a millpond serving the now defunct Millswood and Manor Mills.

The Island, purchased with Heritage Lottery Fund aid, contributes an important public space, and supports a wide range of flora and fauna. Other amenity areas include the Railway Wood adjoining Palstone Park Recreation Ground, The Marsh at Brent Mill, the play areas at Sanderspool Park, Crowder Park and St Michael's Terrace and the green space surrounding Sanderspool Cross near the Police Station.

Radiating from the village core, a network of footpaths and bridleways connect with quiet lanes to provide a great variety of walks and rides, giving fine views inwards to the built up areas and outwards over the beautiful Devon countryside.



*Sanderspool Cross play area*



*Sanderspool Cross*



*Portford Lane near Crowder Park*



*The Island, showing the Linhay*



*View downstream from the Island Weir*

# STREETS AND BUILDINGS

*Much of this text is taken from the South Brent Conservation Area Appraisal, published by the Dartmoor National Park Authority, October 2001*

There are two main focal points in the medieval street plan of South Brent, one around the Church and the other relating to the packhorse route, centring on The Square and Fore Street. Church Street joins these two poles, forming the old core of the village. In the words of the village Conservation Area Appraisal, “there is a compactness to the plan which gives a strong character of community”.

With few exceptions, the buildings in this location exemplify the vernacular style of Brent, modest in size, sturdy, unpretentious and practical. Though most were rebuilt or renovated in the late 18th/early 19th Century, they depart little from their medieval footprint. The accompanying Tithe Map of 1842 can indeed be read as virtually unchanged up to modern times. The worker’s cottage is archetypal, set in a burgage plot with related outbuildings in a rear courtyard and gardens beyond. South of Church Street and Fore Street, the rear gardens give way to medieval strip fields, divided by ancient hedgerows.



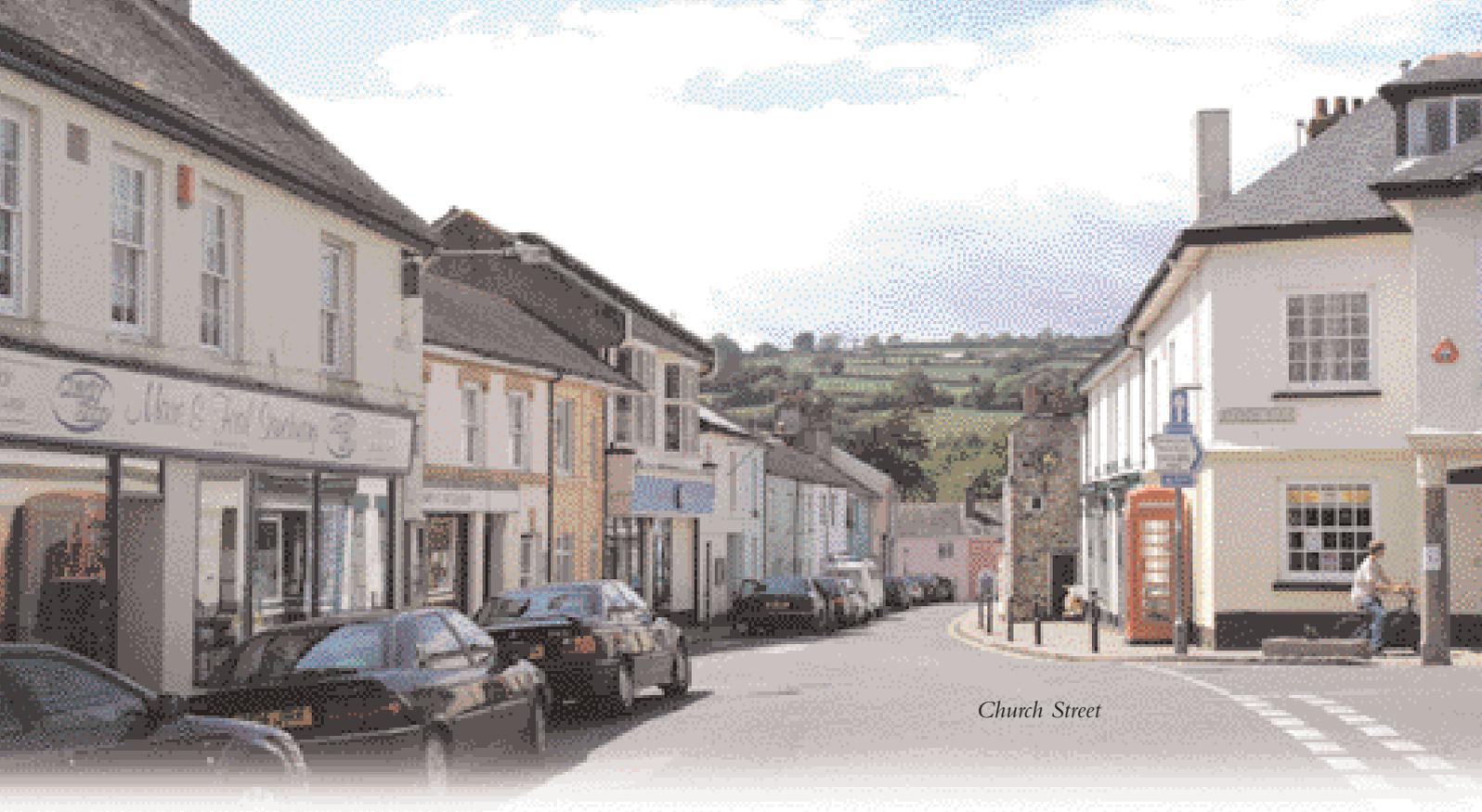
*Church Street*



*Above and below: Wellington Square*



*Left: South Brent Tithe Map – 1842*



*Church Street*



*Above: Co-op, Church Street. Below: Butchers, Church Street*



*Church Street*



*Wellington Square*

These simple dwellings present a continuous street frontage of a two storey single or double fronted type, mostly two rooms deep, and grouped in terraces of up to five. Larger domestic buildings, shops and public houses punctuate the line of build, creating a pleasing contrast of unity and diversity. This is replicated on a smaller scale in other areas of the old village, for example at Beacon View leading down to the old Packhorse Bridge across the River Avon at Brent Mill.

Below left: *Crumbs & Cuppa, Station Road*

Below: *Beacon View*



Access to the courtyards mentioned above is either from the dwellings themselves or through narrow alleyways, as at Sunnyside, off Church Street, and carriage arches, as by The Exchange. This has led to the construction of further houses or conversions of existing structures, standing independently or running back from the property at right angles to the street. These form an integral part of Brent's style, while surviving courtyard walls of stone are another feature of the village.



*Barracks wall*



Left and below: *A variety of alleyways and carriage arches in Church Street*





*Wellington Square – contrasting washes to distinguish one property from another*

Style, materials and construction have a degree of uniformity throughout the medieval village – all are of local origin. Street frontages are mainly rendered, some with incised lines imitating ashlar work. Contrasting colour washes often distinguish one property from another. Side and rear elevations are generally exposed random-coursed rubble. Slate hanging is sometimes applied for weathering to one or two elevations or to an upper storey, rarely to whole frontages. Slate is also used for roofing, though there has been much modern replacement with imported and synthetic imitations. Significant features are the chimneys on gable ends and ridges. Carrying up to six pots, these often pre-date the front elevation. Doors and windows are usually recessed, the former of plain wood or glass paned in the upper panel, the latter sashed. The original window openings are few and small.



*Example of slate hanging and random-coursed rubble*



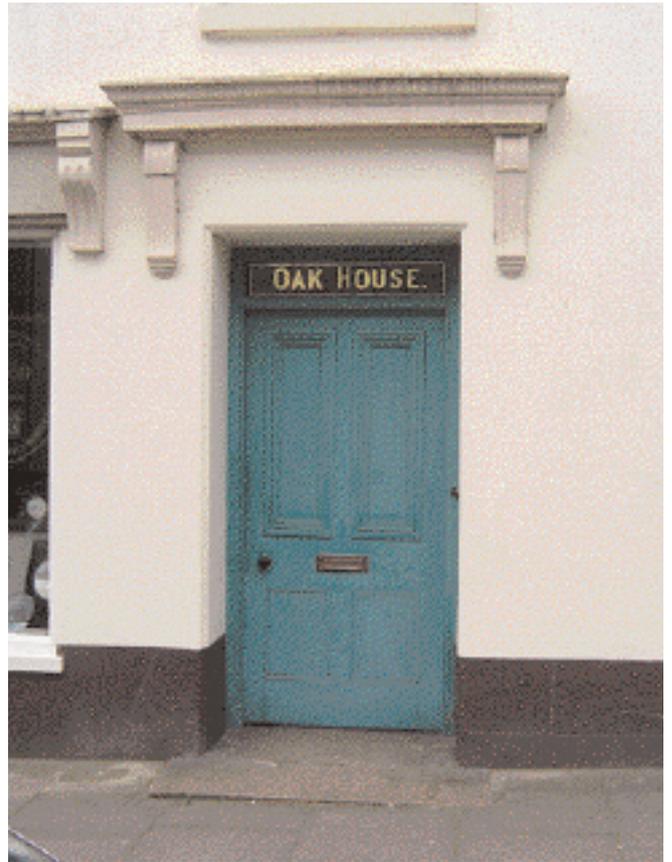
*Chimneys*



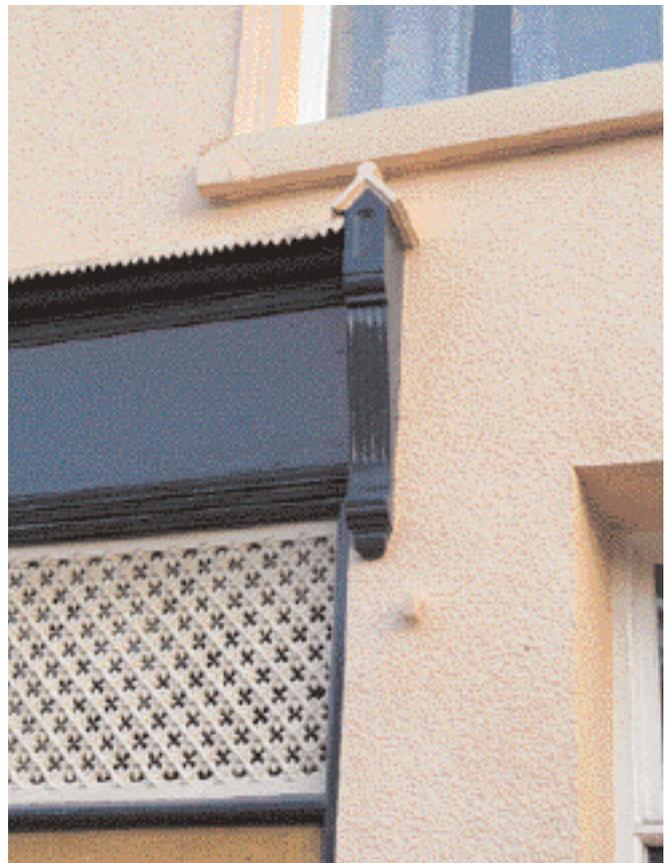
Ornament is either absent or minimal, confined to simple bracketed door surrounds supporting a moulded drip course, as in some properties on Station Road or Totnes Road, or moulded cornices above fascias supported on timber brackets over shop fronts in Church Street.

*Simple ornamentation over shop fronts and doorways*





*Timber brackets over doorways and shop fronts*



One or two more complex decorative schemes survive, as in the relatively fine fluted pilasters supporting the entablature and projecting cornice of the doorway at Bowling House, together with its moulded dentil cornice below eaves level.

Late 19th Century and early 20th Century development occurred when the railway opened, enabling the cheap import of new materials from further afield; hence the more extensive use of brick in the dressing of window and door openings in terraces, such as Hillside Cottages and Clifton Terrace.



*Moulded dentil cornice below the eaves – Bowling House*



*Fine fluted pilasters supporting the entablature and projecting cornice of the doorway – Bowling House*

Below: Brick is used to dress window and door openings – Clifton Terrace



A slightly more opulent style, too, becomes evident in houses built within reach of Brent Station, such as Balmoral Villas and the Springfield, Belmont and Greenbank Terraces, while Windward and the paired villas of Totnes Road with their coach-houses were conveniently situated near the Exeter Road.

Below: *Greenbank Terrace*



*Belmont Terrace*



*Paired Villa, Totnes Road*



*Balmoral Villa*



In the last Century, improved communications led to an expansion of the village, especially after the wars. Mons Terrace, built in 1915, is an early and remarkable example of this, but after the Second World War, each decade witnessed the building of local authority estates in the current economically viable style and materials, which rarely matched or harmonized with those of the past. Split after the foundation of the National Park between two local authorities, as mentioned above, South Brent was on the way to becoming a heterogeneous collection of suburban estates.

*Above: Woodhay Close, Plymouth Road, post war*

*Below: Mons Terrace*



# POST WAR DEVELOPMENTS



Above: *Woodhaye Close, Plymouth Road*



*Brakefield*



*Higher Green*



*Clobells bungalow*



*Clobells*



Above: *New Orchard*

This undesirable state of affairs has been mitigated by the incorporation of the entire village centre within the Dartmoor National Park. Also, there is a growing awareness – indeed a requirement – among developers that local style and the use of local materials should guide, if not dictate, design. Thus, mindful of the need to be vigilant, we can look forward to a more locally focused, informed and sympathetic attitude towards design. A good example of this is the local needs housing development, Fair Field, at the eastern approach to the village.

Below: *Fair Field*



## NOTABLE BUILDINGS

---

*There are eleven listed buildings in the Conservation area, eight located in St Petroc's churchyard, the others being the Anchor Inn, the adjacent red telephone box and the Toll House.*



*St Petroc's Church*

### I Churches

**St Petroc's** is the oldest surviving building in the village. Despite traces of Saxon stonework, the earliest existing part is the Norman tower, which once formed the crossing of a cruciform structure. The present nave dates from the 14th Century; the north and south aisles were added in the 15th Century. The churchyard contains three listed tomb chests (one bearing a healthy thatch of grape hyacinths every spring) as well as some fine 19th Century funeral monuments and a First World War headstone, placed by the Imperial War Graves Commission. There are two good Lych Gates, and another at the entrance of the new graveyard across the railway.

**The Methodist Church** in Church Street, built in the late 19th Century in fine Italianate style, replaces an earlier building shown on the 1842 Tithe Map across the road behind The Exchange.



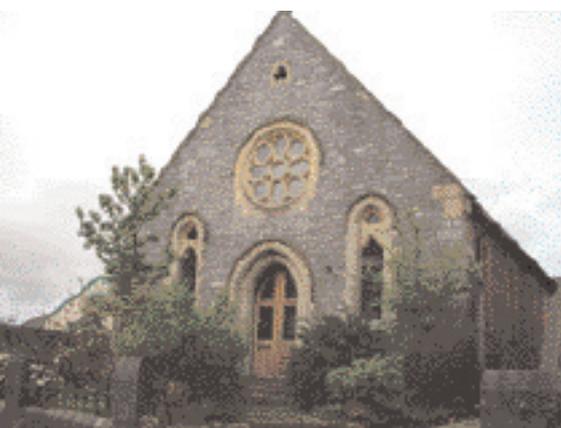
*The Methodist Church, Church Street*

**The Congregational Chapel** on Plymouth Road, now converted into a dwelling and architects' office, is late 19th Century, but in the Gothic style, its exposed stonework with ashlar dressing links visually with the equally notable old Board School, built opposite in 1875 by the Plymouth Guildhall architect James Hine, and also with Clifton Terrace.

**St Dunstan's Roman Catholic Church** is – interestingly – a 20th Century ex-Army Drill Hut with brown painted walls and a green corrugated roof. Its current priest, from Buckfast Abbey, is a living link with the pre-Reformation past.



*Above: St Dunstan's Roman Catholic Church*



*Left: The Congregational Chapel on Plymouth Road*

## II Inns and Public Houses

**The Anchor Hotel** (closed after a fire in the 1990s and now – without its sign – a newsagent with flats above) dominates The Square. The building has a Great Room, projecting over the pavement supported by rough granite pillars, which affords a focal point and shelter beneath for village gatherings throughout the year from charity collectors to Carol singers at Christmas.

**The Pack Horse Hotel** is older than its 19th Century stuccoed façade by as much as two centuries. As the name implies, it served as a posting inn on the Plymouth to London coach route. The stables and outbuildings were destroyed by vandals in 1975.

**The Royal Oak Hotel** replaced an older inn of the same name closed in the mid 19th Century by Temperance activists, who had already closed the London Hotel on the Exeter Road, similarly replaced by the **London Inn** a short distance away. The Royal Oak's public bar has served as a courtroom, still keeping the judge's chair near the fireplace, and also as a mailroom.



*The former Anchor Hotel*



*Above: The Royal Oak Hotel*

*Above left: The Pack Horse Hotel*

*Left: London Inn*



### III Other notable buildings

These include **Church House**, the old manor house next to St Petroc's; the **Old Board School**, mentioned elsewhere and now a Community Centre; the **Toll House**, built of random coursed rubble with a slate roof in the late 18th or early 19th Century to collect the Brent Fair market tolls (as depicted on the Toll board outside it today); the **Village Hall**, built north of the railway to commemorate the Coronation of King George V in 1911; and **Town Farm**, next to the Pack Horse Hotel, a rare example for the area of a farmhouse and buildings in the centre of a village. The handsome Georgian fronted house now known as **The Manor**, north of the railway, incorporates a much older building, with attached barns and a fine stonewalled orchard.

*The Old Board School*



Above: *The Manor*

Left: *Town Farm*

#### IV Railway Buildings

Railway buildings of historic interest include the disused brick and weatherboard **Signal Box**, of a Saxby 8 Farmer type 4 design (the only example of such a building in the Dartmoor National Park) dating from around 1875, and the brick **Engine Shed**, still with Victorian iron glazing bars. Unfortunately, the original slate roof was consumed by fire in the 1980s.



*Engine Shed*



*Engine Shed window detail*

Below: *Signal Box*



## V New Buildings

Among new buildings on **Kerries Lane**, south of the village centre, **Kerries Keep**, a local architect-built RIBA award-winning house using traditional materials is a fine example of excellent design reflecting the local vernacular style, while **Kingswood House**, a stone barn conversion on Exeter Road by the London Inn, has similarly secured an award for good design. The largest by far of new builds in the village, the 1990s **Primary School** complex, conspicuously lacks local character, although care has been taken with landscaping the frontage onto the Totnes Road.



*RIBA award-winning house, Kerries Lane*



*Kingswood House, Exeter Road*

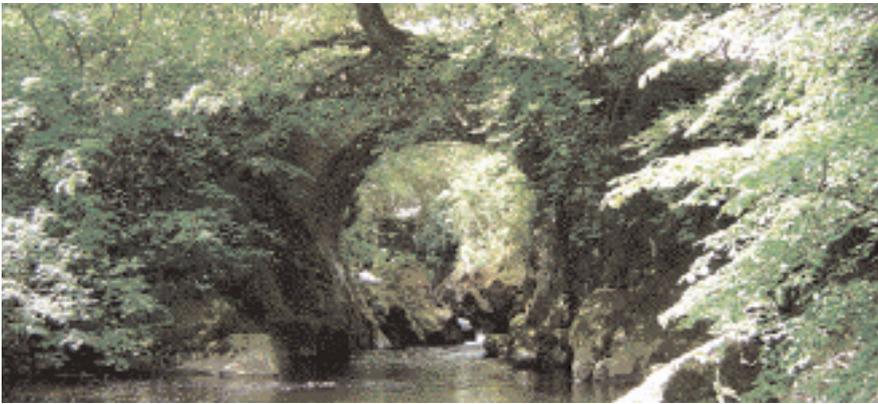


*Primary School Complex, Totnes Road*

## VI Brent's Bridges

Finally, among its outstanding structures, are Brent's bridges. The old **Packhorse Bridge** at Brent Mill and **Lydia Bridge** are the most beautiful, but the **New Bridge** at Brent Mill is also a handsome structure. The **double railway bridge** over the River Avon, north of The Island, is a fine solid building, the smaller arched portion carrying Brunel's original single track, the larger arched portion having been added to carry the second track when the line was dualled. The iron-panelled **Higher Station** and **Lower Station Bridges**, crossing over the railway line east and west of the old Station, are typical of their period and sturdily functional; they serve their purpose unostentatiously, in keeping with the general style of the village.

**The foregoing within this chapter is a summary of the visual and historic character of South Brent. It is hoped that future development will respect the unique qualities of the village and its setting, and aim to enhance them, conserving the landscape and harmonising with the historic built environment.**



Left and above: *Lydia Bridge, summer and winter*



Above: *New Bridge at Brent Mill with the Old Packhorse Bridge behind*



Above right: *Railway bridge over the Avon*

Right: *Lower Station Bridge*



## SPECIAL FEATURES AND STREET DETAILS

---



*Above: A new development on Station Road has re-used the material of a wall formerly on the site*

*Right: Barracks wall, Plymouth Road*

*Below: Barracks wall, Totnes Road*

The **tall court walls** of randomly coursed unrendered stone are a striking feature of the centre of the village. Not all are in rear courtyards – some run along street frontages, notably the Old Barracks walls along the Totnes and Plymouth Roads. Riverstone House, a new development on Station Road, has re-used the material of a wall formerly on the site, as facing for the lower of its two storeys.



Most of the original **paving stones** have been replaced, some with decorated ceramic tiles, as in front of The Anchor and Marlborough House. Along Church Street and at points elsewhere in the Conservation Area, the **kerb stones** are the original granite, with a few examples of local marble. Wellington Square has **cobbled pavements** and **granite kerbs**, with **granite sets** filling the space in front of the houses on the eastern side.

There are **granite trough planters** in Wellington Square and outside The Anchor.



Above: Granite trough planter in Wellington Square

Left: Lamp stand and granite trough

Below: Planters and granite setts





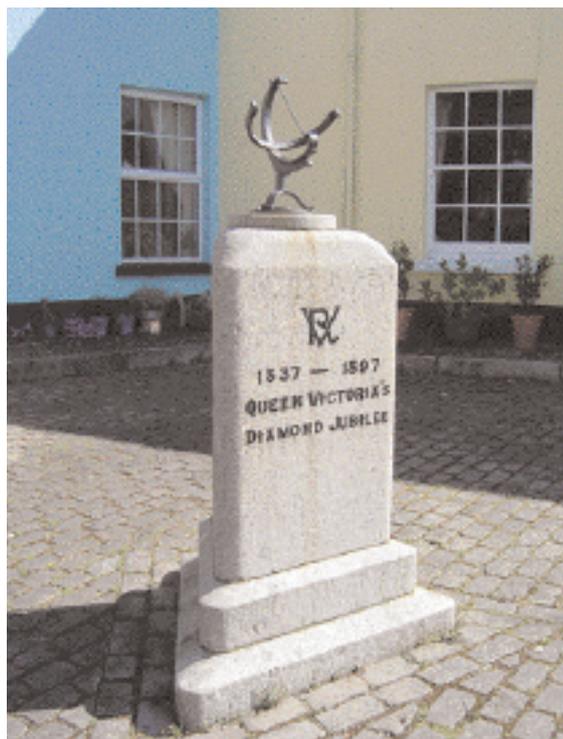
Above: *Cast iron lamp, Station Road*

**Street lamps**, sadly, are a mixture, but there are some good traditional examples such as the cast iron lamp outside Marlborough House in Church Street, another in Station Road by The Anchor, the bracketed lamps in Wellington Square and on Manor Court, Totnes Road. Another notable feature in Wellington Square is the **Jubilee Memorial Sundial**, formerly a lamp stand, known locally as the Jubilee Lamp.



Above: *Standard lamp outside Marlborough House*

Right: *The Jubilee Memorial sundial, known locally as the Jubilee Lamp*



There are several sets of **cast iron railings** throughout the village – in front of the Methodist Church on Church Street, the old Board School on Plymouth Road, Mons Terrace on Totnes Road, and outside the cottages north of the Royal Oak on Station Road, where the road surface has been raised on the approach to Higher Bridge over the railway.



Above: *Kissing gates, The Lawns*

Below: *Station Road cottages, with early cast iron railings*



*Limeberry Terrace, Plymouth Road*



*Railings in front of the Methodist Church*





Above: *New stonewall and gate at Fairfield*

Right: *Passage through to Pool Park*

Below: *Bus shelter at Pool Park*

One should not suppose, however, that it is only the Conservation Area that has these attractive features. There are examples of fine **stone walls, banks, gateways and ironwork** that are worthy of note throughout the village.



# DESIGN DETAILS

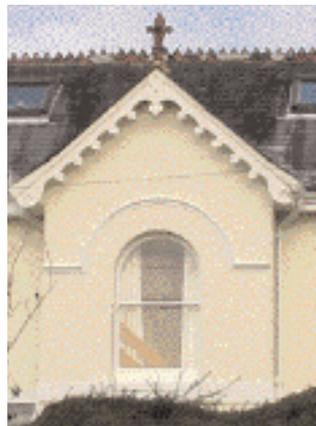
---

The following pages feature examples of existing detail. Specifically, the features include:

## Chimney



## Eaves detail



## Gates, fences and garden walls



## Porches



## Wall finishes – stone, render, slate hanging, etc.



## Ridge tiles and hip detail



**Roof finishes and windows**



**Signage**



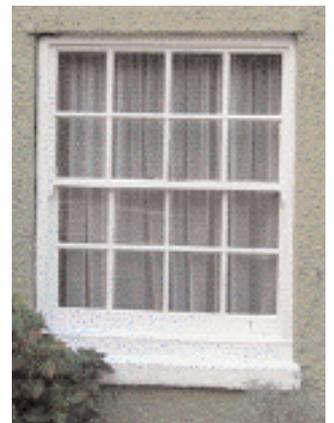
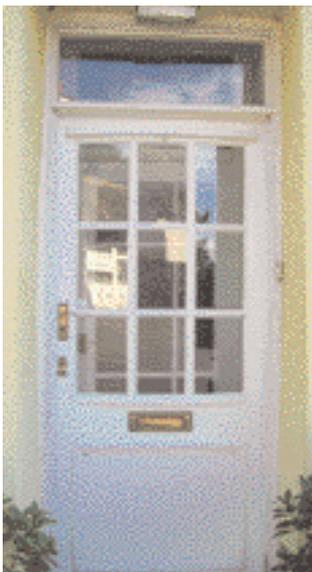
**Soft landscaping, hedges, planting and large feature trees**



**Rainwater goods**



**Windows and doors**



# PRESENT CONCERNS

---

In common with most traditional rural settlements, South Brent's current main concerns are:

- Traffic Management and Parking
- Retention and Support of Local Services, Shops and Businesses
- Employment
- Housing
- Provision of services for Youth and the Elderly
- Public Transport

\*\* bearing in mind South Brent's designation in the Local Plan as a 'Local Centre'



Above: Estate agents window

Left: Traffic building up in the village centre, due to parking on double yellow lines

Resolving these concerns will inevitably impact on the appearance of the village. For traffic management, it is desirable that signage is consistent and control mechanisms should not only be of maximum utility, but also visually acceptable, avoiding the usually counter-productive effect of clutter. In certain areas where the pavement is very narrow, if the road surface is raised to the level of the pavement, as has been suggested, the old granite and marble kerb stones should be preserved and re-used elsewhere in the village.

In the case of Public Transport, despite stated Government policy to reduce dependence on private vehicles, local bus services are seriously inadequate to meet the community's needs. If and when services improve, further stops and shelters will be required. For the latter, the shelter at Sanderspool Cross will serve as a model.

The Dartmoor National Park Local Plan Policy SBR1 envisages new Station facilities for a reinstated South Brent Railway Station. These should be seen as a challenge to produce a building incorporating the best sustainable modern ideas with traditional elements derived from Brunel's designs.

The Parish Council is actively providing facilities for youth in Palstone Park Recreation Ground and elsewhere. The Village Hall, Community Centre and Church Halls offer facilities for all ages. There are several Care Homes, and a Ring and Ride service catering for the needs of older people. However, there still is a real need for imaginative planning of services for different generations, involving the conversion of existing buildings or construction of new ones. In both cases, attention will need to be given to compatibility of materials and design.

The need for Affordable Housing has recently been alleviated by the development at Fair Field. It is hoped that further development of greenfield sites will be kept to an absolute minimum, but clearly the problem of supply will not cease. The welcome recent embargo imposed on the sale of Housing Association stock should be sustained.

The current employment area for the village appears to be adequate for the foreseeable future.

Further loss of retail premises should be strongly resisted, despite the financial advantage that may be expected to accrue from their sale or conversion to other purposes. There needs to be a sustainable core of retail shops serving the community and preventing the need to travel to larger towns and out-of-town supermarkets.

Both the retail opportunities and employment provision need to be increased in line with the growth of housing provision within the village.

Planning conditions recommended by the Parish Council after local consultation and imposed by the Local Authority should be adhered to and, in the event that the conditions are not met, should be enforced.

## THE FUTURE

---

Change being an inevitable condition of life, no community can remain static. It must be our aim to manage change at all levels, to reconcile the best in the new with what is most valuable in the old. Experiments utilising traditional materials (such as cob, rammed earth and straw) combined, with breakthroughs, for example, in ceramic technology, are enabling architects and builders to incorporate new and, above all, sustainably sourced materials into the built environment. Energy saving devices and advances in the production of renewable and carbon-neutral sources of energy, both on the macro and micro scale, are reducing greatly, and, in some cases, even eliminating the need to be reliant on pollutant and diminishing resources of fossil fuels. Community initiatives in this area should be encouraged, and existing models studied for particular adaptation to the needs of South Brent.

There are many examples of developments incorporating new materials, technologies and conservation methods which, it is hoped, will become the regulatory norm for the built environment in the future. But, however many new houses may be needed, adaptation of the existing stock to changing conditions and – almost certainly – compliance with new regulatory requirements will become increasingly important. Here, again, careful attention should be paid to the design of modifications and extensions.

At the same time, new Planning law emphasises the need for community as well as commercial consultation. Future development should thus proceed on the basis of a consensus, giving equal weight to the views of all parties involved: the planning directorate, the developer and the local community.

Such a consensus will be important, not only in the choice of style and materials adopted, but also in the siting and purpose of any major new local project contemplated under future Government policy. It will play a part, too, in the design and realisation of small-scale individual domestic and business developments. In both respects, we hope this Design Statement will prove helpful.

# RECOMMENDATIONS

---

- **Local sourcing of materials as far as possible in restoring existing buildings and surface treatment of new build.**
- **Re-use of local building materials to be encouraged.**
- **Standardisation of streetlights, signs and signposts.**
- **Avoid excessive use of UPVC replacement windows, doors and roof lights.**
- **Ensure appropriate accessibility to all sites when considering development.**
- **Sympathetic incorporation of water energy conservation measures and renewable energy technology.**
- **Maintain and enhance the distinct character of foot-paths, bridleways, banks, walls and hedges.**

## SPONSORS

The Steering Committee, composed of members of the South Brent Parish Council and the South Brent Action and Community Group, are grateful for the advice and help of villagers, particularly Kevin Shoter, John Ellison and Roger Elford, and for the generous help and financial support given by:

The Dartmoor National Park Authority  
The South Brent Parish Council  
The Dartmoor Trust  
The South West Devon Co-operative Society  
The South Brent Action and Community Group  
The Devon Conservation Forum  
The Campaign for the Protection of Rural England

## BIBLIOGRAPHY

Williams, K. and Reynolds, D., *The Kingsbridge Branch*, Oxford Publishing Co., ISBN 089093 001 7, 1977.

Robinson, R., *An Archaeological Check-list for South Brent*, Devon Committee for Rescue Archaeology, Publication No. 8.

*South Brent Conservation Area Appraisal*, Vol 1: Text, Vol 2: Maps and Photographs, Dartmoor National Park Authority, October 2001

*South Brent Conservation Area Appraisal*, Draft, Dartmoor National Park Authority, March 2005

Wall, G., *South Brent and its People Remembered*, Gregory Wall, 1983.

Wall, G., *Portrait of South Brent*, Penwell Ltd, 1982.

Wall, G., *The Book of South Brent*, Halsgrove, 2005

*Building in the National Park*, Dartmoor National Park Authority, 1979

The Countryside Commission: Village Design – Making local character count in new development, Parts 1 and 2, 1996

Dartmoor National Park Authority, Local Plan, 2004, First Review 1995–2011, Adopted Version

ODPM: Planning and Compulsory Purchase Act, 2004

Genesis Project website: [www.genesisproject.co.uk](http://www.genesisproject.co.uk)