### Key Issues –
While the site is located outside of the settlements of Braunton and Barnstaple, it is adjoined by the Royal Marine Base (RMB) Chivenor; residential development (associated with the RMB) and a range of industrial/employment uses.

The site is intended to function alongside RMB Chivenor and other existing land-uses to create a sustainable new Chivenor neighbourhood.

The EIA was therefore important in ensuring that the proposed development was well integrated with the surrounding environment. Key considerations included transport and access – making sure the development was well connected and easily accessible; and socio-economics – making sure the development contained the right mix of employment, residential, and community uses.

### Purpose of the project
North Devon's economic growth is reliant on the provision of appropriate employment space that enables local businesses to grow, and that attracts new businesses.

The project seeks to provide a high quality employment development in an appealing setting and accessible location. The provision of employment land in this location will also reduce the need for Braunton residents to travel to Barnstaple or Ilfracombe for work.

### Description of the project
The project is for employment-led, mixed use development on 13.8 hectares (34.3 acres) of land at Chivenor, near Braunton, North Devon.

The project constitutes: up to 11,000 sqm of B1 business use and 16,000 sqm of B2/B8 industrial and storage use; 150 houses; 400 sqm of multi-purpose hub that could accommodate a range of local facilities; a roundabout with the A361, access roads and on-site vehicle, cycle and pedestrian circulation routes; car parking, for use as an informal park and ride, and new bus stops along the A361; open space and hard and soft landscape; and all associated infrastructure works.
Lessons learnt
It was decided at an early stage not to prepare a formal EIA Scoping Report for the project. A good working relationship had already been established with North Devon Council (NDC) and many of the statutory consultees had already been contacted as part of ongoing survey work. Instead a meeting was held with NDC to discuss the scope and content of the EIA, and meeting minutes were used to record key areas of agreement.

Landscape, visual and heritage setting effects were identified early on as a potential issue – the site is located on low-lying ground, however, a distinctive east-west running ridgeline is located to the north. The small village of Heanton Puchardon is situated on this ridgeline, part of which is designated as a conservation area and includes a number of listed buildings. The landscape and heritage assessments therefore had a major influence on the proposed masterplan, ensuring that majority of existing vegetation was retained and new planting proposed in order to anchor the project into the landscape and break up the mass of built form in view.

The production of a Zone of Theoretical Views (ZTV) was useful in helping to determine from where the project would potentially be visible, and how the project could be designed to reduce visual effects. A series of ZTV studies were run in order to test different masterplan options, and explore how changes to building layout, orientation and height influenced the extent of visibility. A number of shaded wireframe diagrams were prepared from selected viewpoints to demonstrate the potential effect of the final scheme.

Lessons learnt cont. -
Despite an integrated approach to design and EIA, and early consultation with key stakeholders, it was necessary to amend the project proposal/parameters in response to flood risk concerns. A water course is located along the sites southern boundary and consultees recommended a larger area of surface water attenuation was incorporated into the masterplan. The project designer and hydrology consultant worked closely with the entire EIA team to ensure that changes to the layout did not inadvertently affect other disciplines. This was particularly relevant to the noise assessment, and the need to ensure that there remained an acceptable buffer between the development and the A361 which forms the sites northern boundary and is the main source of noise.

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