

Houghton Barton, NA1

NA1 Development Framework Plan

Supplementary Planning Document



June 2018

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1 Introduction

a) What is a Development Framework Plan?

- 1.1 The purpose of a Development Framework Plan (DFP) is to provide detailed and relevant planning guidance relating to specific developments. DFPs aim to raise the standards of urban design and create quality places by co-ordinating a mixture of land uses and infrastructure which support sustainable, healthy and active communities.
- 1.2 DFPs can consider a range of topics including the design of buildings, the layout of development, the type of uses, what infrastructure is required and the timescales for delivering the development.
- 1.3 This DFP is not too prescriptive on a specific layout or design for the whole of the site, but does set some key design principles for buildings and spaces and how different land uses can create a high quality development.

b) Why is a DFP being prepared for NA1 Houghton Barton?

- 1.4 The Council adopted its Local Plan in May 2014. This sets out where and how new development will be managed across the district in the period up to 2033. Included within the Local Plan is an allocation for approximately 160 hectares of land to the west of Newton Abbot for a mix of uses, including employment, housing, community facilities, a road linking the A382 to the A383, large areas of green infrastructure and the continued and supported use of Seale-Hayne. This area of land is referred to in the Local Plan as NA1 Houghton Barton and is shown in Appendix A.
- 1.5 The requirement for a DFP to be prepared for this allocation is set out in Policy NA1 of the Council's adopted Local Plan (2013-2033).

c) How has the Development Framework Plan been prepared?

- 1.6 The Council has published guidance on the process for preparing DFPs which is available in the Technical Note for Development Framework Plans for Masterplanning the Strategic Site Allocations¹. For strategic sites (which includes NA1 Houghton Barton), the preferred approach is for the process to be Council-led, with officers of the Council coordinating the production of the DFP and liaising with key stakeholders, site promoters and the local community to inform its content.

Table 1: Timetable for Preparation of the DFP

Mar 2015-Apr 2016	Evidence and information gathered, engagement with key stakeholders, landowners and community representatives. Technical surveys, capacity studies and viability appraisals commissioned.
Apr-Dec 2016	Draft Development Framework Plan prepared.
Feb 2016	Planning Committee grant appraisal for consultation.
Feb-Mar 2017	Six week public consultation
Apr 2017	Comments reviewed and Development Framework Plan amended.
Dec 2017	Adoption of Development Framework Plan

1 <http://www.teignbridge.gov.uk/CHttpHandler.ashx?id=42164&p=0>

1.7 In preparing the DFP, various steps have been undertaken to ensure that it is in accordance with the Technical Note. These include an assessment of new and existing evidence, a review of previous community masterplanning exercises and consultation with the general public, landowners (including mineral rights owners), specialist officers and organisations and Newton Abbot Town Council.

1.8 The DFP has regard to the Neighbourhood Development Plan for Newton Abbot which forms part of the statutory development plan for the area.

d) What is the status of the Development Framework Plan and how should it be used?

1.9 This DFP has been prepared as a 'Supplementary Planning Document' (SPD). SPDs have a high level of 'weight' in the decision-making process as they must be prepared in accordance with national planning policies and have to go through a statutory consultation process. SPDs are a material consideration in determining applications for development.

1.10 The DFP will enable individual planning applications to be considered alongside a consistent and comprehensive approach, to secure the successful delivery of the Policy NA1 allocation as a whole and as part of wider planned growth in the Heart of Teignbridge (Newton Abbot, Kingsteignton, Kingskerswell and the adjoining urban area). Planning applications will be expected to comply with the DFP once adopted, together with Policy NA1 Houghton Barton and other relevant policies of the Local Plan and Newton Abbot Neighbourhood Development Plan.

1.11 This DFP is consistent with the National Planning Policy Framework (NPPF) and any applications will be considered alongside this as well as Teignbridge District Council's adopted Local Plan. Where this DFP varies from the detail contained within the Local Plan these changes are set out. Such changes and variations are justified by further work, evidence and discussions, including more detailed advice from external consultees, and are considered material considerations to be taken into account in determining planning applications.

1.12 The DFP is accompanied by an Illustrative masterplan (Appendix C). This has been updated since the draft version based on more recent surveys and evidence gathered during and after the consultation process. The Illustrative masterplan provides an interpretation of how the policy requirements and principles set out in the DFP can be delivered on-site. However, should additional and/or more detailed studies and surveys be carried out at the planning application stage, these will be considered. The Council will consider alternative layouts if this evidence demonstrates that variations to the layout can be achieved whilst still meeting the requirements of this DFP, e.g. the quantity and location of green space within NA1. In terms of main road adjustments, designs for a number of alternatives have been considered with the intention of avoiding the sterilisation of important ball clay, in accordance with the Local Plan and Minerals Plan, as shown at Appendix J.

1.13 Any applicant wishing to submit an application for development on NA1 is encouraged to commence early pre-application discussions with the Council. Information on the pre-application advice service can be found at: www.teignbridge.gov.uk/planningadvice.

2 Site Context and Policy Review

a) Where is NA1?

- 2.1 The site referred to as NA1 covers an area of approximately 160 hectares of land to the west of Newton Abbot. It stretches from Forches Cross on the A382 (Bovey Tracey Road) on the northern boundary of the town, westwards towards the Seale-Hayne campus and then south down to the A383 (Ashburton Road) and inclusive of the current development site at the former Hele Park Golf Course (See Appendix A).

b) What is the site allocated for?

- 2.2 As one of the largest allocations in the Local Plan, NA1 is a strategically important site for the district and combines new homes with new employment opportunities, as well as essential transport links, education facilities and community spaces.
- 2.3 The site is divided into two development areas, separated by a large green infrastructure corridor.
- 2.4 The requirements relating to the site are set out in Policy NA1 of the adopted Local Plan which states:

NA1 Houghton Barton

A site of approximately 160 hectares is allocated at Houghton Barton to deliver a sustainable, high quality mixed-use development which shall:

- a) include a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders;
- b) deliver 18 hectares of land for employment development, for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of unit size to enable businesses to start up and expand; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses;
- c) deliver at least 1,800 homes with a target of 20% affordable homes
- d) secure delivery of 24 Gypsy and Traveller pitches;
- e) provide land and buildings for social and community infrastructure accessible to all, including land for a children's centre, local shops, community facilities and a site of 1.9 hectares for one new 420 place primary school including early years provision;
- f) create a vehicular route connecting the A382 with the A383;
- g) provide high quality designed landmark developments as the gateways to the town along the A382 and A383;
- h) create a network of green infrastructure that contributes to the overall strategic network;
- i) protect and positively enhance biodiversity habitats for greater horseshoe bats sustenance zones and flyways;
- j) maximise opportunities for either the generation of on-site renewable energy at a domestic scale or community scale renewable energy generation;
- k) create areas for local food production;
- l) support proposals that protect the long-term use and setting of the listed buildings at Seale-Hayne and enable the campus and uses on site to form part of the new community;
- m) provide formal and informal recreation space within the development;

- n) avoid sterilisation of ball clay resources or prevent future extraction and areas for tipping of spoil; and
- o) a bespoke Greater Horseshoe Bat mitigation plan for Houghton Barton must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area and flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.

c) What are the main characteristics of the site?

2.5 Across the site, there are a number of features and characteristics which have influenced the layout and design of the development. See Context Map at Appendix B.

2.6 There is a mix of gradients across the site with flatter and more gently sloping areas around the south western corner near to the A383 and in the area around Forches Cross, and more steeply sloping areas on the approach towards Seale-Hayne, within the campus itself and within the green infrastructure corridor. Across this landscape there is an extensive network of existing hedgerows, Devon banks and woodland, totalling a length of over 8,500m. Many of these serve as important habitat for a range of species, including dormice and nesting birds, as well as greater horseshoe bats which use these linear features to navigate around the wider landscape. The greater horseshoe bat population is protected by European legislation through the international designation of the South Hams Special Area of Conservation (SAC).

2.7 Other ecological features across the site to be considered include:

- a network of high quality, unimproved meadows supporting a herb rich plant community;
- areas of dry stone walls and unimproved meadows likely to support reptiles;
- small copses of mature broadleaved woodland providing bird nesting sites, bat roosting sites and potential flyways;
- historic orchards; and
- watercourses.

2.8 Alongside these natural features there are two infrastructure corridors which traverse the site: one which runs along the route of the power lines within the southern part of the site; and one which runs along the route of a high-pressure gas main from the north-eastern corner by Forches Cross to the south east of the site adjacent to Hele Park. Development within both corridors is restricted on health and safety grounds and therefore appropriate buffers need to be applied. The re-routing the high pressure gas main and/or undergrounding or re-routing the power line cables may be possible and should be explored by the applicant at planning application stage. However, given the uncertainty of these options at this stage, the illustrative masterplan assumes that both the power line and gas main will remain in place. If this is the case at planning application stage, the design and layout will require careful consideration of both the aesthetics of the development and the types of uses that are most compatible within close proximity to these. Further guidance on the nature and location of land uses near to the gas main can be found at www.hse.gov.uk/landuseplanning/methodology.pdf.

2.9 There are heritage assets within the boundaries of the allocation, notably listed buildings at Seale-Hayne and in Houghton, as well as historic orchards, houses and farmsteads elsewhere across the site.

- 2.10 The collective characteristics mean that the area in which development can take place is significantly less than the overall area of the allocation. Within this developable area, a number of key infrastructure items and facilities need to be planned for, namely a primary school, community building, open spaces and play areas, local shops and a new road linking the A383 to the A382. The new road is critical in addressing the increase in traffic as a result of the development by reducing the impact of development traffic at the junctions around Exeter Road and improving accessibility into and out of Newton Abbot².
- 2.11 Within the context of the constraints as set out above, it is a considerable challenge to plan effectively for the development in a way which satisfies European Sites mitigation requirements, respects the various landscape and heritage assets and meets the range of policy requirements set out in NA1.
- 2.12 Mineral rights apply to most of the site and there are important ball clay deposits that are protected by the 2017 Devon Minerals Plan.
- 2.13 An understanding of the extent of proposed infrastructure requirements and site challenges has shaped the distribution of land uses and informed recommendations about how the site can be developed in the most viable way. The key recommendations to maximise viability and delivery are:
- Increasing densities in suitable locations across the site to maximise the number of housing units;
 - Deliver a proportion of the employment requirement through off-site financial contributions to address a shortfall in on-site policy provision;
 - Deliver the gypsy and traveller pitch requirements off-site to address any shortfall in on-site policy requirements;
 - Support for the provision of additional employment, community and residential uses within the Seale-Hayne campus;
 - Combine community facilities, shops, offices and parking within a centralised 'neighbourhood hub' to maximise commercial viability;
 - Support funding applications for external grant funding towards the delivery of the main road linking the A382 and A383.
 - Avoid sterilisation of important ball clay resources.
- 2.14 Sections 4, 5 and 6 of this DFP respond to these issues by setting out a framework of essential requirements and general principles to be incorporated into any applications for development in relation to NA1.

d) How have local views and stakeholder comments been taken into consideration?

- 2.15 Various consultations and discussions have taken place with the local community and with key stakeholders in relation to the development of NA1. The following list summarises the main comments that have been made during these discussions and which have been taken into consideration in the preparation of this DFP:
- The main road linking the A383 and A382 should have a 'market town' feel and pass through a local hub with community facilities.
 - Employment uses should be distributed across the site with particular focus on Forches Cross whilst avoiding mineral sterilisation. Opportunities should also be taken to build on the existing employment base at Seale-Hayne.

- There should be a 'green route' from Howton Lane to Highweek, and to other routes in the surrounding area;
- There should be links to National Cycle Network routes in the east and in the west to Bickington and Ashburton;
- Bring Ringslade Quarry into the development to make full use of the space once fully worked;
- The development should enable a degree of self-containment with the new community having access to its own facilities;
- Layout and design should create spaces that promote social interaction and movement corridors that encourage an active lifestyle, walking and cycle use.
- Seale-Hayne should be seen as a positive opportunity and a focus for the new community.
- The primary school should be located within the southern area and within walking distance of the majority of new development. This would need to be on a flat site to provide buildings and pitches.
- The increase in traffic as a result of the development will require improvements to roads in the area.
- Opportunities for self builders to build unique homes should be included.
- Heritage assets including Seale Hayne, Stover Park and Highweek Church should be protected.
- There is a need to consider the impact of development on existing operations at Ringslade Quarry and potential future extraction of important ball clay elsewhere in the area.
- The setting of Houghton and other existing properties within NA1 should be protected through the design and layout of development.
- The amount of employment provided on site should be maximised.
- Sufficient and well designed parking needs to be planned into the development.
- The impact on local air quality from development and additional traffic movement must be considered.

e) How have environmental issues been considered?

Strategic Environmental Assessment (SEA)

- 2.16 This DFP has been screened against the need for Strategic Environmental Assessment (SEA). The SEA screening indicates there are no new significant effects likely to arise through the implementation of this draft DFP that have not previously been identified through the full Sustainability Appraisal/SEA of the Teignbridge Local Plan. A full Strategic Environmental Assessment of this DFP is not required.

Habitat Regulations Assessment (HRA)

- 2.17 The DFP has been screened for the purpose of the Habitat Regulations to identify whether the planning document's proposals are likely to have a significant effect on the integrity of the South Hams Special Area of Conservation in relation to Greater Horseshoe Bats. This work has been undertaken by an independent consultancy (Greenbridge Limited) and has concluded that, subject to appropriate mitigation, the development as allocated in the Local Plan will not have a likely significant effect on the South Hams SAC.

- 2.18 Mitigation measures have now been included in the DFP.

3 Vision and Objectives

a) What is our vision for the development?

- 3.1 The development at NA1 will be guided by the overarching vision as set out in Policy S14 Newton Abbot:

“Newton Abbot will be the business, educational, leisure and retail centre for South Devon as part of the Heart of Teignbridge. It will be an active community whose members are involved in building an exciting future based on tradition, sustainability, enterprise and openness to change.”

- 3.2 The area of land allocated at Houghton Barton will help to deliver this overarching vision for the Heart of Teignbridge. It has many distinctive and distinguishing features which should be celebrated through the design of the development, adding value to both the townscape of Newton Abbot and the community that it serves. The following vision and objectives reflect this and should remain at the heart of any designs and proposals prepared for the site as and when applications for development are submitted to the Council.

VISION

Houghton Barton is an inspiring and long-term sustainable and resilient community that supports both new residents and the wider community of Newton Abbot. Through the provision of new employment opportunities across the development, the enhancement of facilities and services at Seale-Hayne and through the creation of a new Neighbourhood hub, we will bring communities of all ages, abilities and interests together and ensure a thriving and active place for people to live, work and visit. Sterilisation of important ball clay resources will be avoided and important landscapes, historic environment, biodiversity and green corridors will be conserved, ensuring they remain vital features and habitats for the future.

b) What are our objectives for achieving this vision?

- 3.3 Our objectives to achieve this vision are:
- To deliver at least 1150 homes (in addition to the permitted 650 home development at Hele Park) of varying types and tenures, including affordable housing, gypsy and traveller pitches, custom build plots and other specialist forms of housing to meet a diverse range of needs;
 - To achieve a range of new employment opportunities across the site, by ensuring flexibility in the scale and types of employment uses proposed;
 - To provide the highest level of protection for the local Greater Horseshoe Bat population and ensure net gains for other biodiversity by protecting vital green corridors and integrating green spaces effectively throughout the development;
 - To avoid sterilisation of important ball clay resources and the potential for their future extraction.
 - To create a high quality and locally distinctive design which has active street frontages and soft landscaped edges blending naturally into the surrounding countryside;
 - To consolidate the role of the Seale-Hayne campus as a focus of community activity by supporting new opportunities for employment and cultural experiences in and around the site;
 - To create areas of community activity, ensuring that local facilities are within five minutes walking distance of the surrounding community;

- To design a green and walkable development that incorporates attractive open spaces and makes the most of existing lanes and connections, linking these into a new network of footpaths and cycleways;
- To support a low or zero carbon development by requiring the production of carbon reduction plans and encouraging less use of the private car by integrating community facilities and shops into the development and maximising opportunities for sustainable travel; and
- Development shall be designed to contribute to good place-making and health and wellbeing through high-quality and sustainable design which creates a strong locally-distinctive sense of place that is safe, inclusive and accessible to all. It shall also promote social interaction and encourage and contribute to a healthy and active lifestyle.

3.4 This Development Framework has been prepared in response to these objectives. The Council will positively consider planning applications that meet its provisions.

4 NA1 Policy Requirements

- 4.1 The policy requirements for NA1 have been set out in the adopted Local Plan. The Council's expectation is that all of these requirements will be met on a comprehensive basis. Each policy criterion is set out in this section with additional detail provided to facilitate the application process and infrastructure delivery.
- 4.2 To ensure the comprehensive delivery of the allocation, the Council expects a single outline application to be submitted for the majority of the site. This will help to ensure that the policy requirements for the site can be shared equally across the different landowning interests resulting in a better layout and distribution of development and the effective coordination of utilities and other infrastructure provision. There are legal restrictions that prevent more than 5 planning applications from contributing to collective infrastructure needs like the main road through the development (Criterion f). Failure to provide for necessary area-wide infrastructure would prevent development from coming forward.
- 4.3 Parcels of land which include the employment site at Forches Cross, and which are not dependent on the majority of the site coming forward for development (such as custom build sites), can come forward as separate applications. This will ensure the timely delivery of these aspects of the allocation, providing that they also meet their individual policy requirements, such as the provision of affordable housing and all other necessary matters that need to be secured through Section 106 planning obligations. A site of approximately 160 hectares is allocated at Houghton Barton to deliver a sustainable, high quality mixed-use development which shall:
- 4.4 Criterion (a) Masterplan**
- a) Include a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders;
- 4.5 The preparation of a DFP contributes towards the requirement set out in this policy for the 'masterplan'. Approval of a single planning application that accords with the DFP would satisfy the requirement.
- 4.6 Criterion (b) Employment**
- b) deliver 18 hectares of land for employment development, for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of unit size to enable businesses to start up and expand; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses;
- 4.7 Essential Requirements
- I. Employment land will be provided across the site. Table 2 provides an indication of how much employment land can be provided in different locations across the site.
- II. Any shortfall resulting from the above provision will be delivered elsewhere across the site equivalent to the area requirements or at a gross jobs density of 100 jobs per hectare. In the event that it is not possible to achieve this on site because it would compromise the delivery of other policy objectives, off site financial contributions equivalent to the development of serviced employment land may be permitted. Suitable land in kind or the provision of on-site speculative units rather than just serviced land may be considered in lieu of S106 payment, subject to the agreement of the Council.

Table 2: Employment Land Requirements

Site	Uses ³	Site Area (ha)
Forches Cross	B1, B2, B8, plus other employment generating uses.	7.8
Neighbourhood hub (including the School)	B1 plus other employment generating uses including employment uses within the community centre.	3.6
Neighbourhood hub 'High Street'	A1, A2, B1	0.2 (ground floor area)
Seale-Hayne Campus	A2, B1, plus other employment generating uses such as within the leisure, hospitality, education/training, health and arts industries. Also B1, B2, reuse of existing, and creation of, new employment premises based around smaller format workshop and SME premises	1.0 within NA1 settlement limit. Other additional employment provision may be possible elsewhere within the Seale-Hayne campus.
Hele Park Local Hub and Employment Land	B1	0.9
Remainder	Any shortfall can be provided either in suitable locations across the site or an equivalent offsite contribution as per paragraph 4.7(ii).	4.5

4.8 General Principles

- Employment provision will be appropriate in scale, compatible with immediate surroundings and not conflict with town centres uses (see Local Plan policy EC6).
- Employment units will be provided both as part of larger scale employment sites (e.g. at Forches Cross) and as smaller units integrated within the development (e.g. in and around the neighbourhood hub).
- Opportunities within the Seale-Hayne campus for delivering a portion of the employment requirement will be explored.
- Residential or office spaces above ground floor retail, commercial or employment units will be provided within the neighbourhood hub.
- Sufficient car and cycle parking will be provided alongside employment uses.
- Early pre-application advice should be sought as part of pre-application discussions.
- Extra care housing is not considered an employment use.
- Employment land will be appropriately marketed, managed, maintained and made available for that use. The allocation of this site as a strategic mixed use urban extension highlights the importance attached to combining job creation with housing development to create a sustainable community. As such, employment land will not revert to residential or other uses in the event that it is not delivered. Where difficulties are experienced in bringing forward employment land the Council will work with landowners and developer interests to explore delivery options to help ensure the employment land is capable of being achieved. These could include independent valuation of the employment land and transfer to the Council.

4.9 Criterion (c) Housing

- c) deliver at least 1,800 homes with a target of 20% affordable homes;

4.10 There is a clear need for housing to meet the needs of our communities. The Council

³ https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use

recognises this and places great importance on the delivery of new homes, including affordable and market housing, as well as more innovative solutions such as custom build homes. Combined with the Hele Park development which is already under construction, the entire NA1 allocation forms the largest proposal within the Heart of Teignbridge, creating a real opportunity to provide many homes within a sustainable neighbourhood.

4.11 Essential Requirements

- I. Deliver at least 1,150 homes with a target of 20% affordable housing;
- II. 5% of the homes will be made available as custom build plots.

4.12 General Principles

- Affordable housing will be distributed throughout all phases of the development, provided as a representative mix of the overall development. . The mix will be negotiated on the basis of evidenced housing need. Pre-application discussions are encouraged.
- The provision of wheelchair use and accessible/adaptable dwellings is a priority for the Council, and we would encourage early discussions with Housing Enablers about how this can be incorporated into both affordable and open market housing delivery options
- The provision of specialist housing for people with disabilities should be explored, particularly in relation to the Seale-Hayne campus.
- Custom build plots will be concentrated in a small number of parcels and be located where there is an existing access, i.e. access to the site is not reliant on the new road being in place. In addition to easing construction management, this will enable earlier plot delivery and thus an earlier capital receipt. The Council has adopted a Custom and Self Build Supplementary Planning Document (SPD)⁴ which provides further information.

4.13 Criterion (d) Gypsy and Traveller Provision

- d) secure delivery of 24 Gypsy and Traveller pitches;

4.14 Essential Requirements

- I. Provision of 24 gypsy and traveller pitches. Responsibility for provision will be shared across the site, proportionate to the overall number of homes proposed within the application area.
- II. Policy NA1 requires that pitches shall form part of the site allocation. All or part of this requirement may need to be delivered off site due to the amount of land required for pitch provision. However, the Council will support the applicant in identifying a suitable and available site option(s) but it will be the responsibility of the applicant to secure delivery of the off-site provision in the form of completed serviced pitches without the need for external public funding. Early discussions with the Council's Affordable Housing Team are therefore encouraged. Applications would be considered under Policy WE6 of the Local Plan.

4.15 General Principles

- Pitches should be provided in clusters of 3 to 6 pitches where they can support an extended family. These clusters may be located adjacent to each other to form larger sites.
- Gypsy and traveller pitches will count as part of the affordable housing contribution for the site.

⁴ <https://www.teignbridge.gov.uk/selfbuild>

- Further details relating to the delivery of Gypsy and Traveller pitches are included in the emerging Affordable Housing Supplementary Planning Document that is being prepared by the Council.

4.16 Criterion (e) Education and Community Facilities

- e) provide land and buildings for social and community infrastructure accessible to all, including land for a children's centre, local shops, community facilities and a site of 1.9 hectares for one new 420 place primary school including early years provision;

4.17 This development will deliver walkable neighbourhoods where local facilities are within 5 minutes walking distance (approximately 400m). To achieve this, a neighbourhood hub is proposed which will bring together community, education and retailing facilities in a central location.

4.18 Essential Requirements

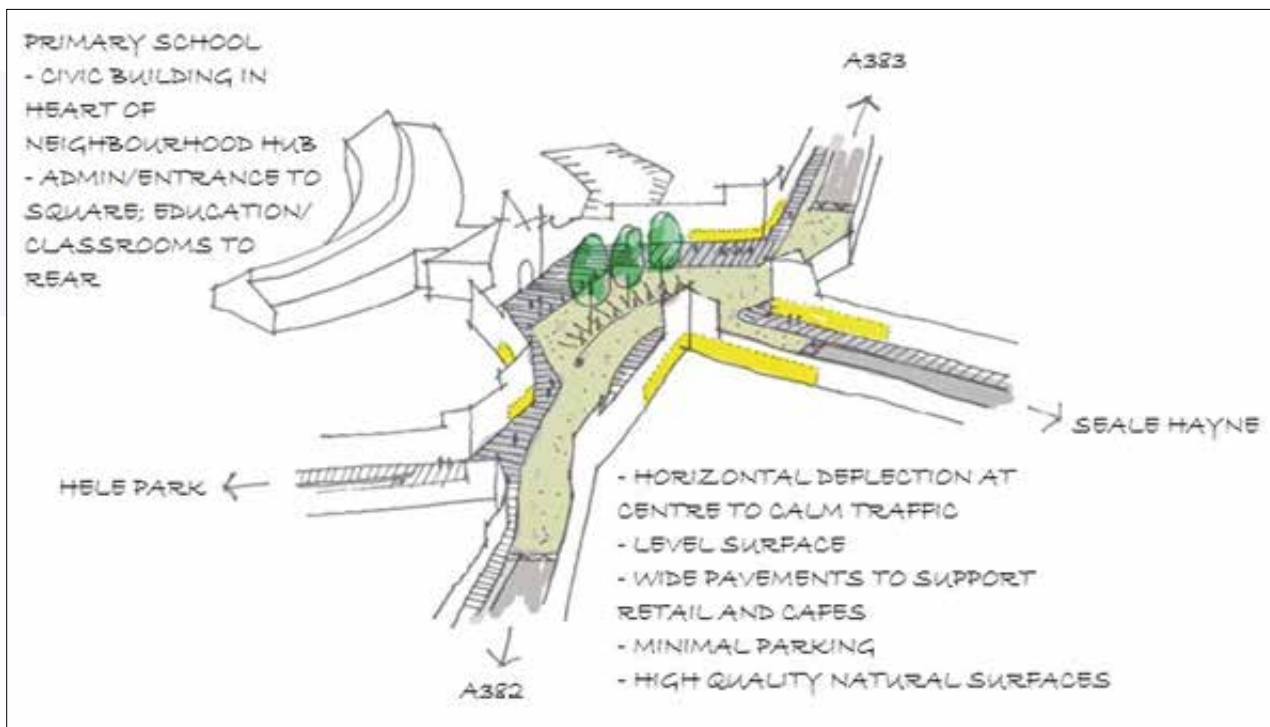
- I. A neighbourhood hub will be provided containing a mix of complementary uses to create a centre of community activity and commercial viability. The preferred location is shown on the Illustrative Masterplan (Appendix C) with a sketch shown in Figure 1.
- II. The uses in the following table will be provided in the neighbourhood hub:

Table 3: Houghton Barton neighbourhood hub requirements

Uses	Details
Primary school (1.9ha) (incorporating early years provision and an outreach Children's Centre facility)	<p>A 210 place primary school (including 40 early years places and an outreach children's centre facility) on a 1.9 hectare site with the potential to expand to 420 places (70 early years places).</p> <p>The site for the school requires flat land for both the building and playing fields and should be well integrated with other community uses. Dedicated parking for the school must be provided.</p> <p>Further information relating to primary school requirements is provided in Section 6 of this DFP and Appendix E.</p>
Employment (A2, B1)	See Criterion (b)
Houghton Barton 'high street'	<p>A shopping parade ('high street') including a foodstore and ground floor retail or commercial uses with upper floor residential or office uses will be provided as part of, or closely connected to the main road.</p> <p>The Council will be supportive of retail and commercial proposals providing they do not detract from the vitality and viability of Newton Abbot town centre. It is envisaged that there will be at least 1 larger unit (e.g. 750sqm (net)) and a number of smaller units (e.g. 5 x 150sqm (net)) will be provided. Provision of the larger unit would be subject to a detailed assessment in accordance with Policy EC6 of the Local Plan. Other commercial and community uses will be supported along the high street where they encourage footfall and provide employment opportunities, e.g. restaurants, cafés, children's nursery etc. Further discussion on exact provision will take place at planning application stage.</p>
Neighbourhood square	The neighbourhood square will be a multi-functional civic space, designed to act as a focal point within the neighbourhood hub, to be surrounded by a mixture of residential, employment and commercial uses.

Multi-purpose community building	A multi-purpose community building will be provided as part of the neighbourhood hub. This facility could include primary health care provision. Land, services and the building are required to be transferred to a community trust, the Town Council or other appropriate legal body for ownership and/or management.
Neighbourhood hub Parking	Either dedicated or shared car and cycle parking provision (including disabled provision) will be provided within the neighbourhood hub to be used by those visiting the shops, offices, community building and other uses within the neighbourhood hub as per the standards set out in the Council's emerging Design Guide SPD.
Multi Use Games Area	See Criterion (h) and (m)
Sustainable transport provision	Within the neighbourhood hub, appropriate provision to support sustainable travel will be provided to include: <ul style="list-style-type: none"> • Bus stops/turning circles; • Cycle parking; • Electric car and cycle charging points (as per Newton Abbot Neighbourhood Development Plan Policy NANDP2.
Housing	Housing should be clustered with local facilities and other compatible non-residential uses. Densities will be between 40-60 dwellings per hectare.

Figure 1: Illustrative Sketch of Proposed Neighbourhood Hub



4.19 General Principles

Within the neighbourhood hub, the following development and design principles apply:

- Local facilities should be within 5 minutes (400m) walking distance of most residents;
- Contain feature buildings and community spaces in prominent positions to become landmarks of the development;

- Integrate a mix of compatible uses to create a hub of community activity that is well connected to green spaces and other areas of the development via footpath and cycling links;
- Include attractive civic urban character supported by good parking and public transport;
- Provide a vertical and horizontal mix of uses including flexible commercial, retail and residential space;
- Be easily accessible and visible by being located as part of, or closely connected to the main road and/or the junction leading to Buttercup Way;
- Include high quality materials of construction in public realm areas including surfaces, landscaping and for buildings.
- Ensure retail and commercial units can be appropriately serviced (e.g. smaller retail units to be serviced from the front through small vans);
- Include residential density ranges of between 40 and 60 dwellings per hectare.

4.20 Hele Park Local Hub

The local hub at Hele Park already has the benefit of planning permission for a shop (A1 - up to 200sqm) and/or surgery (D1) and/or community building (D2); and/or B1 uses up to 200sqm. This local hub remains unimplemented at present but once constructed will complement other areas of community activity within the wider development to ensure that key facilities are accessible to most residents within five minutes walking distance.

4.21 Criterion (f) A382 to A383 road link (and connections)

f) create a vehicular route connecting the A382 with the A383;

4.22 Essential Requirements

- A primary vehicular route (hereafter referred to as the 'main road') will connect the A382 with the A383. This is critical in addressing the increase in traffic in association with the development. The most up to date evidence shows that up to 200 homes can be built off the A383 prior to the construction of the main road. A further 200 homes and the employment land at the northern (Forches Cross) end of the site can also be accommodated without the need for the road. The exact point at which the road can be feasibly delivered will be determined through the planning application process, taking into account the availability of external funding, site viability, land availability, and evidence from up to date transport assessments. The construction of this road remains a key priority for both Teignbridge District and Devon County Councils who are continuing to work towards its early delivery in the development of this site.

A preferred alignment has been determined through feasibility and route design work undertaken by the County Council taking into consideration deliverability, detailed engineering and ecology surveys to address constraints relating to topography, the presence of bats and important minerals in this area. Other possible routes exist and these have been considered during identification of the preferred route. In general, some amendments to the preferred alignment and design of the road may be considered to take account of detailed design work and considerations like amenity impacts on existing properties at the planning application stage and further discussion of minerals sterilisation issues. At Forches Cross where there is a

minerals safeguarding area, an alternative alignment may be considered, similar to those at Appendix J, where this would still allow the outcomes expected through the Local Plan to come forward. Should the alignment be amended, the main road must ensure:

- Connection onto the A383 where it currently joins Howton Lane;
- Connection contiguous with Buttercup Way (the main route through the Hele Park estate);
- Creation of a 'high street' through the neighbourhood hub;
- Connection between the southern and northern parcels of development;
- Connection into the employment area at Forches Cross and from there on to the proposed new roundabout on the A382, north of Forches Cross;
- Access to on-site gypsy and traveller pitches (if applicable); and
- Access to any other uses which require a primary street to support their functions

In order to facilitate the delivery of the new main road, the Council has secured ownership of a small area of land central to the development, linking the south western parcel to the north eastern parcel. This has been secured via a funding agreement with the Government's Homes and Communities Agency (HCA), which enables delivery of this critical road infrastructure alongside a small development of 20 homes. Securing this land has enabled a better route for the road in terms of appearance landscape impact, achievability and viability. The route effectively cuts off a corner of a field which results in a suitable site for a small housing development. This development will be surrounded by the new main road and areas allocated for housing that form part of the NA1 site.

It is anticipated that a planning application for the road will be submitted separate to a planning application for other development on the site. This will be led by Devon County Council with a view to submitting an application in 2018.

The route will provide prioritised segregated pedestrian and cycle routes and access to public transport along the whole of its length. Design speeds should not be greater than 30mph outside the neighbourhood hub and not greater than 20mph within it. A road width of at least 6 metres, with widening on bends is required for buses to pass one another although short sections of narrowing (such as through the neighbourhood hub) may be appropriate where there is good visibility. A width of 7.3m is required through the employment area at Forches Cross. The layout should ensure that vehicles delivering or accessing parking spaces do not cause delays for refuse vehicles.

Indicative cross sections for different 'zones' within the development are shown on the following diagrams:

Figure 2: Typical cross section through employment area at Forches Cross

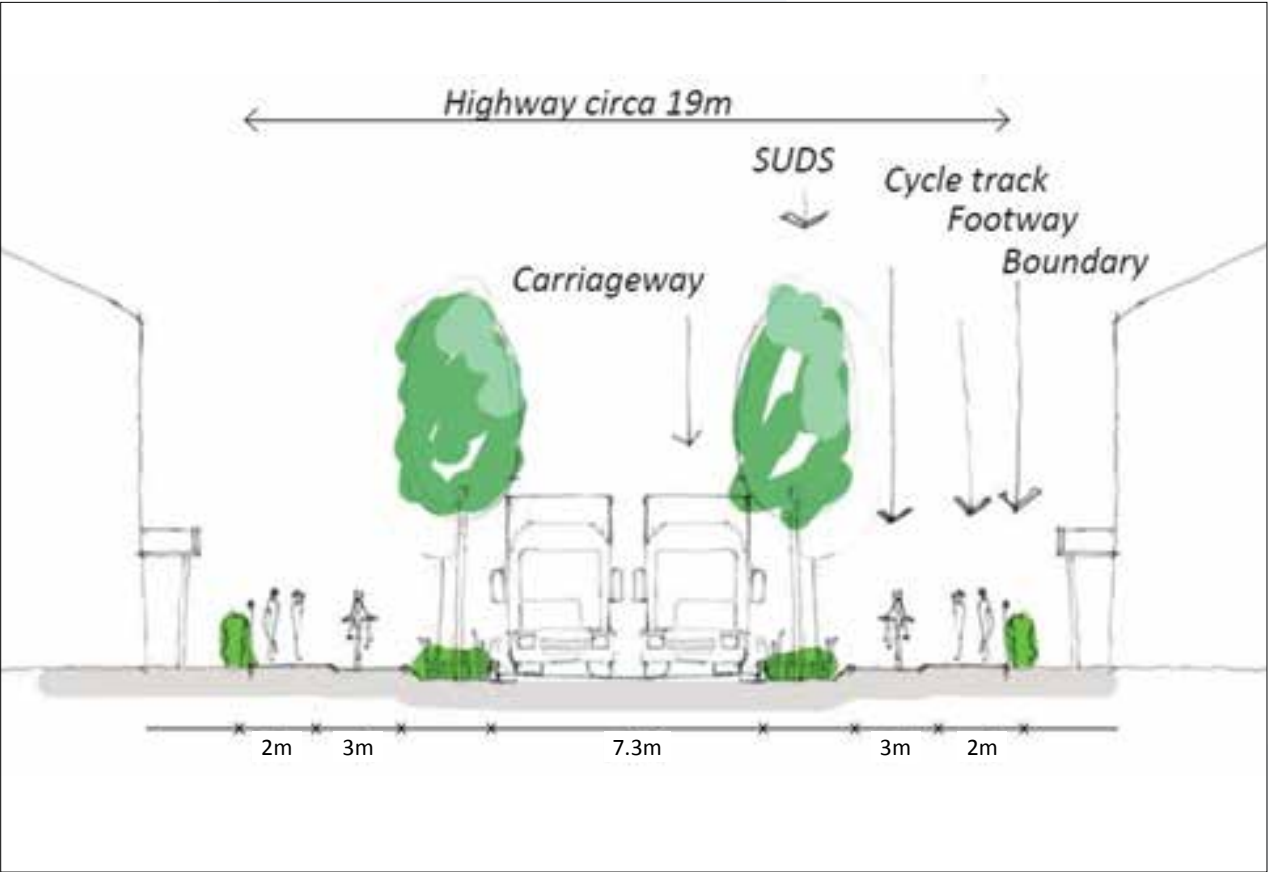
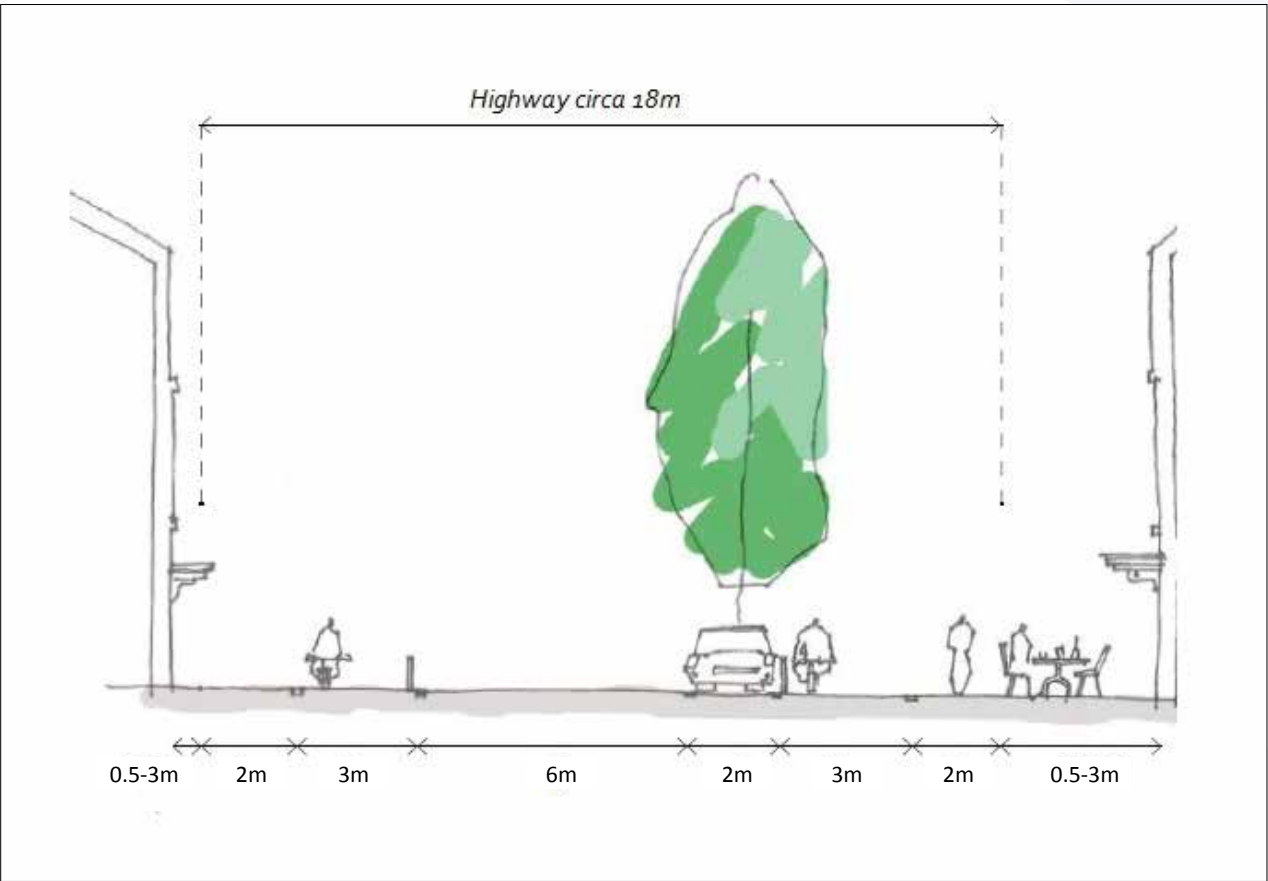


Figure 3: Typical cross section through neighbourhood hub



- II. A network of secondary, tertiary and mews streets, feeding off the primary route, will be provided, each constructed to different standards and specifications depending on the different uses they are serving across the development.
- III. Dedicated links to Seale-Hayne and the primary school will be required, built to widths of at least 6m to ensure access is suitable for coaches and larger vehicles accessing the sites.
- IV. Existing lanes which currently provide access to Seale-Hayne and existing properties will be retained where appropriate but through access will be restricted. Other existing lanes which are particularly narrow and/or steep may be permanently closed where alternative access is available and retained for walking, cycling and equestrian use only. These are shown on the Illustrative Masterplan in Appendix C.V. Walking and cycling routes will connect different parts of the development as well as link the development to the town centre and key facilities elsewhere in Newton Abbot. The main routes are indicated on the Walking and Cycling Map in Appendix D. They consist of:
 - Along the main road, providing a core route through the development linking the A383 and southern part of the development to Forches Cross and the A382. This will be provided as a prioritised segregated cycle and pedestrian route as part of the primary street.
 - Connecting Houghton Barton neighbourhood hub to the town centre via Buttercup Way. This will be provided as a prioritised segregated cycle and pedestrian route as part of the primary street.
 - Alternative route to the town centre, connecting the development to Highweek via Howton Road. This is an existing lane which will be restricted to pedestrians, cyclists and only vehicles that are accessing properties.
 - Walking and cycling route network providing links to the primary school, neighbourhood hub, Houghton Barton Common, Houghton Valley Park, Hele Park, Seale-Hayne and potential future links to Ringslade Quarry and land elsewhere outside the allocation (subject to right of access being permitted).
- V. Bus stops/shelters and turning circles will be provided across the site to service a new bus route. Funding for the service will be commercial or may be secured by the Council. The service will be required as early in the development as possible, subject to funding and the build out pattern of development. As part of a wider long-term vision for the area, the service will link to a proposed circular route for Newton Abbot, providing cross-town links to the rail station and other facilities, including a new park and change in the Forches Cross area, subject to funding.
- VI. At suitable locations, potential future access routes will be maintained to land outside of the allocation. Such connections will be built up to the boundaries of the allocation and ownership (where applicable) to enable any future potential access.
- VII. Land within the development area will be made available as required for the creation of passing places along existing lanes which may be retained to ensure that all parts of the allocation are accessible for construction, vehicles, pedestrians and cyclists.
- VIII. The private lane accessed from Perry Lane serving Main Bow Farm and other properties has limited capacity and will be retained in its current form.
- IX. Each detailed planning application will require a Construction Management Plan to include details of how safe pedestrian access to existing footways will be achieved during construction.

4.26 General Principles

- Priority to different travel modes should be given in the following order:
 1. people on foot and those with disabilities
 2. people on bicycles
 3. public transport vehicles and stops
 4. cars and other motorised vehicles
- All roads should provide active street frontages where buildings directly overlook streets and are punctuated by features and buildings of interest to encourage easy navigation through the development.
- Tertiary streets should be used to provide links between the main road and secondary streets. They should not have speeds of greater than 20mph.
- Mews streets should be designed as attractive and safe streets to live on for access to properties only (not through traffic). They should provide parking and should be overlooked from properties within the block.
- Secondary, tertiary and mews streets should be designed for cycling within the carriageway encouraging sub 20mph vehicle speeds by inclusion of, for example, staggered parking, planting, visual narrowing and surface treatment. Short cuts within residential areas should be provided as required to enable a permeable street network.
- Walking and cycling routes should be segregated as far as possible with shared footways only being used where there is no practical alternative.
- New dwellings will have immediate access via safe pedestrian and cycling routes, including into the Hele Park estate, to link the development to facilities such as schools and shops and onwards to the town centre.
- The route of the road at Forches Cross should respond to the potential extraction of future important ball clay where possible. Any alternative alignment would need to be technically feasible, deliverable and financially viable.

4.27 Criterion (g) Design

- g) provide high quality designed landmark developments as the gateways to the town along the A382 and A383;

Design and Density

4.28 Essential Requirements

- I. The development will comply with the emerging Design Guide SPD. In advance of this being adopted, applicants will refer to any draft versions and should engage in pre-application discussions to ensure that the following key design principles are incorporated within any design:
 - Well designed and positioned buildings, streets, spaces and ways to make it easy for people to find their way around the development.
 - High densities and qualities of development creating active frontages onto all green and public spaces, including Houghton Valley Park, Houghton Barton Common, the neighbourhood hub, site entrances and other prominent locations within the development.
 - A logic to the selection, arrangement and distribution of landscaping and materials from primary routes and civic spaces, to lanes and courtyards.
 - A clear sense of identity by using a limited palate of well coordinated materials, details and landscaping.
 - The design of the highway and parking is subservient to the arrangement of buildings and spaces where pedestrian and cycle movement is prioritised over that of vehicles and attractive spaces are achieved.

- Uncluttered street scenes where the minimum quantity and size of signage, lining and lighting is used and where necessary components are sited, combined or integrated with other elements to reduce their impact.
- Taller buildings should be encouraged along the main avenue and fronting green spaces (c. 3 – 3.5 storey), with potential for 3.5 – 4 storey blocks on the main junctions. The rest of the development should be 2 – 3 storey height.

4.29 General Principles

- Residential density across the site is proposed as follows:
 - Approx 40-60 units/ha associated with the neighbourhood hub and mixed employment/residential areas towards the centre of the development. Here a range of dwelling types will be appropriate, including terraced townhouses, mews houses, flats above shops or offices, and flats in general.
 - Approx 35 units/ha associated with the principal frontages to the main road including the 'gateway' approach from Ashburton Road and public open spaces in general. Here a range of dwelling types will be appropriate, including townhouses, terraced homes and semi-detached homes.
 - Approx 30 units/ha associated with the areas more peripheral to the development. Here semi-detached and detached homes will be most appropriate. This could include custom build.

4.30 Criterion (h), (k) and (m) Green Infrastructure, Public Open Space and Recreation

- h) create a network of green infrastructure that contributes to the overall strategic network; and
- k) create areas for local food production
- m) provide formal and informal recreation space within the development;

4.31 Essential Requirements

- I. As a minimum, provide public open space and green infrastructure across the site in accordance with Policy WE11 of the Local Plan which requires at least: 10sqm per dwelling of children's and young people's play space; and 100sqm per dwelling of other green infrastructure, including playing pitches, allotments, parks, biodiversity enhancement and natural greenspace. The Illustrative Masterplan in Appendix C makes provision for these. Further details are provided in Appendix F.
- Houghton Barton Common: A centrally located area of parkland incorporating the existing watercourse within the southern parcel of development adjacent to and with excellent links to Houghton Barton neighbourhood hub. This area of parkland should have nearby parking provision and be capable of accommodating a range of facilities with broad community appeal, including a Neighbourhood Equipped Area of Play.
 - One on site large Multi Use Games Area (MUGA) (2,300sqm) to be managed and maintained as 'active recreation space' not 'young people's space'. It should be provided for community use and in close proximity to the primary school with school access.
 - Financial contributions equivalent to three full-sized grass playing pitches, nine wicket cricket square and outfield, associated parking and changing facilities to be delivered off-site.
 - Any loss of existing playing fields on the site, such as those at the entrance to Howton Lane which comprise two full sized grass playing pitches (one football pitch and one rugby pitch), will be offset so that there is no overall net loss of playing pitches as part of the development.

- Whilst community access will be sought, Primary School sports provision will be in addition to other playing pitch requirements;
 - A combination of young people and children's play areas and other play facility opportunities should be integrated into the development. These should include a minimum of 3 Neighbourhood Equipped Areas of Play (NEAPS) and a number of smaller Locally Equipped Areas of Play (LEAP). These will be provided throughout the site linked to the network of foot and cycle paths and within 240m walking distances to provide suitable coverage for access to facilities.
 - Houghton Valley Park: An area of natural green space within the central and northern part of the allocation where development is restricted due to bat flyways and foraging areas and the high pressure gas main. This area will be open to the public, easily accessible and necessary biodiversity measures and offsetting requirements will be incorporated to ensure protection for bat flyways, foraging areas and other wildlife in the area. A vehicle parking area for access to Houghton Valley Park should be provided in the Perry Cross area.
 - 23 full sized allotment plots plus associated facilities, including parking, at a total land take of 0.7ha, near to Houghton Barton Common.
- II. The requirement for indoor sports facilities will be assessed with reference to the Sport England Active Places Power Sports Facility Calculator⁵. The existing Seale-Hayne sports facilities are currently available for community use and represent an opportunity to address some indoor sport needs. It will be important to ensure that long-term community access to high quality facilities is secured through development at Houghton Barton.
 - III. Appropriate arrangements for the long term maintenance and management of public open space and green infrastructure will be required.
 - IV. A planting scheme across the development, to include native species of trees, shrubs and wildflowers is required.
 - V. Layouts should include networks of green and blue corridors to maintain connectivity and permeability through informal and structural open space areas of the site.
 - VI. An RSPB 2016 national cirl bunting survey shows the presence of four breeding territories in the southern area of NA1. Recently adopted technical guidance by the Council requires compensation equivalent to £74,193 (based on 2014 prices and subject to inflation) per breeding territory. On this basis a per dwelling charge will be required to compensate for the impact of the development on Cirl Bunting. Should further ecological surveys submitted at the planning application stage present more up to date evidence that differs from this position, the contributions required will be amended accordingly.
 - VII. The retention and buffering of hedgerows, Devon banks, trees and woodlands will be required for minimal disturbance of the wildlife corridors and to provide continuous and varied open space networks for wildlife. Where these are unavoidably breached to achieve access, these breaches will be the minimum acceptable in highways terms, and appropriate alternative corridors will be provided as necessary. Areas of proposed hedgerow removal and retention based on the Illustrative Masterplan (Appendix C) are shown in Appendix H. Any losses will be compensated for elsewhere within the allocation.
 - VIII. The development will be designed to compensate for unavoidable, site-specific impacts resulting from development. Net gain to biodiversity shall be assessed using DEFRA's biodiversity offsetting metric⁶. Where onsite measures are insufficient to achieve a net gain, offsite measures may also be required. This should be done using the latest Environment Bank Excel Calculator or Devon-specific calculator and in accordance with the latest guidance. Key receptor sites for delivering wildlife compensation and enhancements

⁵ <https://www.activeplacespower.com>

⁶ <https://www.gov.uk/biodiversity-offsetting>

will be the natural green spaces provided at Houghton Barton Common and Houghton Valley Park. Opportunities for biodiversity offsetting and compensation should be explored within the areas referred to on the Illustrative Masterplan as structural open space. Where onsite measures are insufficient then offsite measures should be found.

- IX. Planning applications will be accompanied by adequate and up-to-date species and habitat surveys, assessment of likely impacts of the development on the biodiversity and full details of how those impacts will be avoided, mitigated or compensated, informed by this document.

4.32 General Principles

- Explore opportunities to provide further open spaces and allotments within the Seale-Hayne campus to enhance public enjoyment and integration between the campus and the community.
- Deliver public open space and green infrastructure to the standards and specifications set out in Appendix F.
- NA1 is covered by an area wide Tree Preservation Order. This will ensure that existing trees are able to be incorporated into the development as well as ensuring that we safeguard those considered most important.

4.33 Criterion (i) and (o) Greater Horseshoe Bats

- i) protect and positively enhance biodiversity habitats for greater horseshoe bats sustenance zones and flyways; and
- o) a bespoke Greater Horseshoe Bat mitigation plan for Houghton Barton must be submitted and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area and flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.

- 4.34 The allocation lies within an area surrounded by features that have been identified in Natural England's South Hams Special Area of Conservation as being of particular importance for the greater horseshoe bat (GHB). Although NA1 does not lie directly in a Sustenance Zone for any of the designated SAC roosts, the site is well within the flight range for GHBs and is within a landscape triangle formed by three strategic flyways.

- 4.35 Under S61 of the Habitat and Species Regulations (2010), planning permission cannot be granted if it will result in a negative impact on the integrity of the South Hams SAC. An HRA Screening has accordingly been prepared by Greenbridge Ltd on behalf of the Council to identify the likely effects arising from the planning proposals for NA1 and their likely effect on the integrity of the South Hams SAC in relation to GHBs. The HRA screening report makes a number of recommendations for appropriate mitigation measures as set out below. The illustrative masterplan reflects the findings of the HRA which are based on surveys and evidence available at the time of preparing the DFP and which are commensurate with this stage of plan-making. Up to date surveys and evidence will be required at the planning application stage to inform any changes to the proposed layout. On the basis that such mitigation measures are effectively implemented for this and other proposed developments, the screening assessment concludes that the development of NA1 as allocated in the Local Plan will not have a "likely significant effect" on the South Hams SAC.

4.36 The Illustrative Masterplan reflects the findings of the Screening Assessment to ensure that the existing habitat connectivity across the landscape is retained and, where possible, enhanced.

4.37 Essential Requirements

The development will:

- I. Maintain and optimise existing and also provide new bat commuting and foraging habitat through and around NA1 to achieve overall connectivity in accordance with the proposed flyways shown on the Context Plan (Appendix B).
- II. Have regard to areas of optimal foraging habitat and maintaining and optimising these as necessary to support commuting routes and habitat.
- III. Achieve no overall net loss of existing hedgerows and trees within NA1 which are used to provide GHB commuting habitat.
- IV. Avoid light spill in bat flyways and foraging areas i.e. achieve light levels less than 0.5 lux and have regard to other ambient background lighting and overall light spill from the development as a whole.
- V. Ensure the new road network in NA1 does not sever key habitat connectivity. Effective mitigation must therefore be achieved through a combination of careful siting of underpasses⁷, sensitive ground shaping (e.g. earth bunds, banks and cuttings), sensitive lighting design, sympathetic landscape design, vehicle speed restrictions and vehicle 'calming' measures - in order to avoid and reduce risk of vehicle collision with bats and to avoid disturbance caused from artificial light spill into flight routes⁸.
- VI. Ensure that any public footpath/cycleway through the bat corridors are either unlit or are lit through a very carefully designed scheme that minimises light spill in sensitive locations, while at the same time providing a safe and an adequately lit route for pedestrians and cyclists.
- VII. Ensure that the provision of public realm open space in bat corridors – while being potentially multifunctional - is designed and maintained to provide adequate optimal habitat for commuting and foraging greater horseshoe bats where necessary.
- VIII. Submit a Bespoke Bat Mitigation Plan (see accompanying HRA) with any applications for development, including for the 'main road', in accordance with the guidelines set out in the HRA Screening report. The Plan(s) should be based on up to date bat surveys and take into consideration how to address any in combination effects identified during the course of detailed impact assessment.

4.38 General Principles

- Undertake tree planting to create new orchards and areas of woodland to provide more diverse commuting habitat for GHBs.
- Mitigate (both on and off site where necessary) for the loss of hedgerow (flyways) if removal is unavoidable.
- Undertake habitat creation/enhancement (in partnership with landowners) to provide new tree lines and hedgerows in the surrounding landscape to strengthen bat commuting habitat in the wider landscape if required.
- Provide a 'stand-off' zone from development between bat flyways and supporting foraging habitat (as indicated on the Context Plan at Appendix B) and the new built development. These are in addition to the actual habitat features.
- Protect existing subsidiary roost(s) and create new bespoke bat roost(s) as necessary to support and improve the number and distribution of subsidiary roosts; these to be

⁷ As appropriate and necessary to provide safe passage for bats where other mitigation measures are inadequate

⁸ All mitigation aimed at providing safe road crossings for bats must follow the precautionary principle and be informed by latest research, such as Highways Agency (2011), Berthunissen and Altringham (2015) and Grace-Fensome and Mathews (2016).

in appropriate locations either within the green infrastructure in NA1 or within the surrounding landscape.

- Provide long-term habitat management for GHBs, for each development, through a Landscape and Ecological Management Plan (LEMP), secured through a planning condition and/or obligations.
- Implement development through the means of a prior-approved Construction Environmental Management Plan (CEMP), secured through a planning condition.
- Undertake appropriate and proportionate ecological monitoring of the LEMP to establish the effectiveness of proposed mitigation measures and to provide early warning of any necessary contingency or remedial measures required to meet original objectives.

4.39 Criterion (j) Renewable Energy

- j) maximise opportunities for either the generation of on-site renewable energy at a domestic scale or community scale renewable energy generation;

4.40 Essential Requirements

- I. A Carbon Reduction Plan which includes a Renewable Energy Opportunities Statement will be provided setting out what community and domestic measures have been considered, and those that will be taken to minimise energy use and secure carbon emission reductions.

4.41 General Principles

- Opportunities to supply the development through a district heating network should be explored. A technical assessment study has been undertaken and can be made available.

4.42 Criterion (l) Seale Hayne

- k) support proposals that protect the long-term use and setting of the listed buildings at Seale-Hayne and enable the campus and uses on site to form part of the new community.

4.43 Seale-Hayne is the campus to the north of the allocation which is the base of the Dame Hannah Rogers Trust, a charity dedicated to empowering and advocating the needs and opportunities for children and adults with disabilities. The campus provides a range of facilities and hosts a number of events which are all available to and accessible by the wider community. There is significant potential at the campus, and willingness from the owners, to support, improve and increase what can be offered on the site.

4.44 Essential Requirements

- I. Dedicated vehicle links to the campus as per paragraph 4.22 (III).
II. Have special regard to the main and curtilage buildings (Listed Grade II) on the campus and their settings (see Other Matters – Heritage).
III. No net loss of parking on the campus or loss of facilities which are integral to the operations at Seale-Hayne or which contribute to the sustainable development of the allocation area.
IV. No net loss of indoor sports facilities across the allocation.

4.45 General Principles

- Support the implementation of an existing planning permission for the redevelopment of part of the site for student and respite accommodation, outreach and therapy spaces, cultural facilities (e.g. theatre, cinema, library, art and music studio), outdoor activities and event hire.

- Support the conversion or redevelopment of existing buildings to create mixed residential, employment, commercial and community spaces, including:
 - tourist accommodation;
 - a place of worship;
 - employment;
 - specialist housing;
 - leisure and recreational facilities;
 - open space and allotments.
- Support provision of employment around the campus as part of the overall allocation requirement (see paragraph 4.6).
- Support the sensitive redevelopment of the area of land to the south of the main campus which is currently partially developed with a mix of uses, including redundant farm buildings.

4.46 Criterion (n) Ball Clay Resources

- n) avoid sterilisation of ball clay resources or prevent future extraction and areas for tipping of spoil.

The allocation lies in the Bovey Basin, known for its deposits of rare Ball Clay. This only affects a relatively small area of the allocation at Forches Cross. This area is allocated for employment land where it is understood there may be a viable important ball clay resource and is hence within a Mineral Safeguarding Area. Employment use on this land has been approved in principle through the adoption of the Local Plan, until such time as the land is quarried because of its overriding importance as part of the delivery of a wider strategic development. Any future applications relating to this area would nevertheless need to be considered against Policy M2 of the Devon Minerals Plan and the Policy M2 SPD guidance.

4.47 Essential Requirements

- I. Any development near to Ringslade Quarry boundary will incorporate appropriate design solutions to mitigate the quarry's amenity impacts, particularly those associated with noise.
- II. Pedestrian and cycle links will be built up to the boundary of the quarry as shown on the Walking and Cycling Map (Appendix D) but will be secured with no permitted entry until such time as access may be available.

4.48 General Principles

- Support the long term restoration of the quarry to lake, grassland, woodland and wetland habitats. In the meantime and whilst still in operation, the quarry will not provide any of the green infrastructure needs of the area.

5 Other Matters

- 5.1 This section covers other requirements not specifically referred to in Policy NA1 but relating to other policies in the Local Plan or findings of technical evidence and/or consultation with key stakeholders.

5.2 Existing Properties

Essential Requirements

- I. Access to, and the amenity, distinctiveness, setting and character of, existing properties within the allocation along Perry Lane, Howton Lane, Howton Road, at Perry Cross, Houghton and Mead Farm will be respected through appropriate design and layout of the development.
- II. The network of green infrastructure should take into consideration the setting of all the properties within these locations, specifically to include:
 - Houghton Barton Common and its importance in the setting of existing properties along Howton Lane;
 - Green space encircling the hamlet of Houghton;
 - Green space and the retention of hedgerow along the private lane leading to Mainbow Farm;
 - Green space directly west of the development in Howton Road;
 - Green space protecting the setting of properties along Perry Lane.

5.3 Landscape and Views

There are particular landscape characteristics associated with the historic development of Newton Abbot and responding to these through new development is essential in order to ensure that the existing strong sense of place is strengthened and retained. The vast majority of densely packed housing occupies the valley floors and lower parts of rising land, while mid-way up the hills there are generally farmsteads or hamlets nestling among the folds of land. The higher land, with sweeping views towards Dartmoor and down to the sea, is almost exclusively reserved for larger and individual villa style development.

Within NA1 itself there are particular characteristics that reflect these general landscape trends and the development should respond to this by using designs and layouts to create distinctive areas within the overall development area. The site can be broadly separated into the four main character areas of:

- Houghton and the higher land near Seale-Hayne;
- The area surrounding the mid-20th century development of cottages along Howton Lane;
- Perry Cross area in the north east of the allocation; and
- the lower moor rising from the edge of the Hele Park estate towards Mead Farm.

Essential Requirements

- I. Respect and build on the distinctive identities associated with the different character areas listed above. This should include reducing building densities with altitude;
- II. Integrate existing landscape characteristics into the new development, including Devon hedgebanks, mixed deciduous planting, limestone rubble walls, historic roads and tracks, watercourses, field boundary patterns and barns.
- III. Respect the landscape along the two undulating ridges of high ground (one running from Ingsdon Hill in the west to Highweek Hill in the east and the other from Holbeam Woods in the west along the Littlejoy Ridge towards Bradley Barton in the east), in particular Darracombe Beacon.
- IV. Align avenues and streets to help orientate the development against a backdrop of

the key views within and around the allocation. Key landscapes and views to be addressed through the design of development are indicated on the Context Map at Appendix B.

- V. Hilltops will be kept free from development to enable a green backdrop and to protect key views into and out of the site.

5.4 Archaeology

Essential Requirements

- I. Prehistoric or Romano-British activity within NA1 is indicated by the presence of a possible enclosure, identified through aerial photography, in the southern part of the site as well as by other enclosure sites in the surrounding landscape. Planning applications for development of the site should be supported by an archaeological desk-based assessment and a programme of targeted geophysical survey. If required, this should be followed by a programme of intrusive archaeological investigation of any anomalies or archaeological sites identified that will be affected by the development of the area.

5.5 Flood risk and drainage

Essential Requirements

- I. Sustainable Drainage Systems (SuDS) will be used to manage the potential increased surface water flood risk to property. They will deliver important amenity, quality and biodiversity benefits. Measures shall be applied progressively from prevention, source control, site control through to catchment control. Surface water resulting from development should be discharged using the following hierarchy of discharge solutions:

1. Infiltration;
2. Watercourse;
3. Surface Water Sewer.

The expectation is that surface water will be managed on-site. Where this is not possible a contribution towards measures to prevent the risk of flooding downstream will be required.

5.6 General Principles

- See Appendix I.

5.7 Heritage

The setting of a number of designated heritage assets are likely to be affected by development in the allocated NA1 area. Most notable among these are the buildings forming the former Seale-Hayne campus (listed Grade II), Stover Park (Registered Park and Garden Grade II), Stover House (Listed Grade II*), the Church of All Saints' Highweek (Listed Grade I) and Houghton farmhouse and barn (both Listed Grade II). Ingsdon Mill and associated Mill House (Listed Grade II) lie close to the southern boundary of the site.

Essential requirements

- I. Special regard will be paid to the significance of all designated heritage assets and their setting which may be affected by the development of NA1.
- II. Development within the setting of designated and undesignated heritage assets will maximise opportunities to enhance or better reveal the significance of the heritage assets, and to increase public understanding of affected heritage assets.

General Principles

- It should be understood that the setting of a heritage asset is the surroundings in which it is experienced. Its extent is not fixed and it does not have a boundary which can be easily mapped.

- The sustainable development of the site will involve seeking positive improvements in the quality of the historic environment as well as avoiding harmful change. The setting of a heritage asset may contain elements that detract from the significance of the asset or hamper its appreciation. Development within the setting of a heritage asset may present opportunities to bring about the removal of harmful elements and increase the legibility of the heritage asset.
- Development within the setting of heritage assets within the NA1 area will be expected to be designed and detailed in such a way as to maximise the opportunities for positive change to any heritage assets.
- The impact on the setting of more distant heritage assets will be carefully assessed and given great weight in the planning balance.
- Development proposals will be required to demonstrate that they have considered and fully taken account of the likely impact on the significance of heritage assets, including their setting. Developers are advised to follow the staged approach to assessment set out in Historic England's Historic Environment Good Practice Advice in Planning Note 3 – The Setting of Heritage Assets.
- The assessment framework set out in the Design Manual for Roads and Bridges is unlikely to be considered a suitably sensitive assessment framework for sites within NA1.

5.8 Parking

Essential Requirements

- Sufficient and attractive parking will be integrated into the development in a way which does not dominate the street scene and which meets the needs of residents and their visitors.

5.9 General Principles

Applicants should refer to Policy NANDP2 of the Newton Abbot Neighbourhood Development Plan and the Council's Emerging Design Guide for more information (see above section on Design). The following illustrations show examples of how parking can be effectively and attractively incorporated into primary and secondary street scenes:

Figure 6: Example of parking on primary street

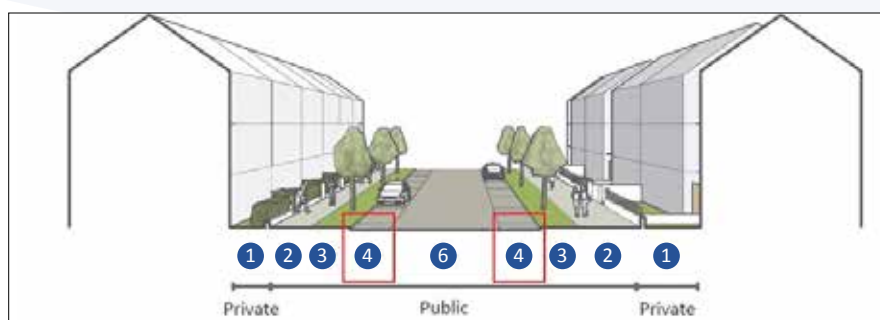
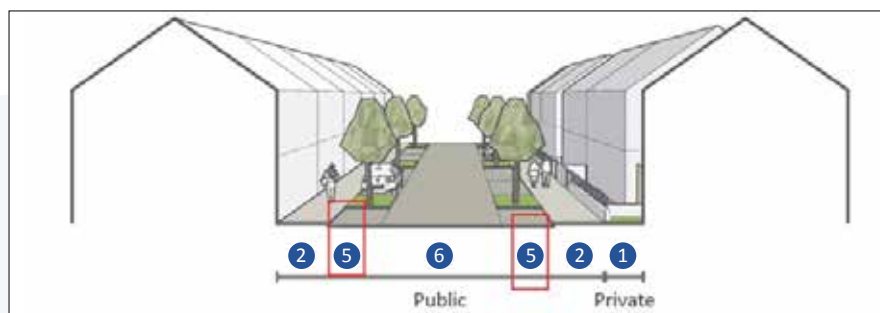


Figure 7: Example of parking on secondary street



Key

- ① Private Frontage
- ② Footpath/Cycleway
- ③ Verge with street trees
- ④ Parallel parking
- ⑤ Parallel parking with integrated street trees
- ⑥ Carriageway

6 Delivery

- 6.1 NA1 is a strategic site which must deliver key infrastructure and a mix of uses to ensure the development of a sustainable and healthy community. It is therefore essential the area is planned as a whole. It is acknowledged that developments may be brought forward in smaller parcels. However, it is essential that key infrastructure for roads, wildlife and community facilities are properly planned for in a comprehensive manner. As mentioned in Section 4, the Council expects the submission of a single outline application for the majority of the site to help enable the comprehensive delivery of associated infrastructure.
- 6.2 This section sets out the minimum requirements relating to the delivery of infrastructure, utilities and facilities across the site. Further detail and discussion about trigger points will be agreed via a Section 106 legal agreement at the planning application stage. Any triggers relating to numbers of dwellings refer to the whole site unless otherwise stated by reference to the 'south west parcel' or 'north east parcel' (NB: all parcels and triggers exclude Hele Park). It assumes that development will start within the south west parcel of the site. Such parcels are defined as:
- south west parcel: all development south and west of Houghton Valley Park including the Seale-Hayne campus and Western House;
 - north east parcel: all development north and east of Houghton Valley Park.
- 6.3 We envisage that the infrastructure will be delivered through a range of mechanisms including by S106 agreements, available external funding and the Community Infrastructure Levy (CIL). On the basis of 1,150 units at current CIL rates, it is estimated that the development will generate approximately £6.4m of CIL, of which £1.6m will be passed to Newton Abbot Town Council.

Table 6: Site Specific Infrastructure

Infrastructure	Description	When	Indicative Cost	Funding Mechanism	Lead Delivery Organisation
A382-A383 main road connection	<p>Road links connecting:</p> <ul style="list-style-type: none"> • the A382 and A383; and • Houghton Barton neighbourhood hub to Hele Park Estate. <p>Both to include prioritised segregated foot and cycle way.</p>	<p>Prior to the occupation of 200 dwellings accessed from the A383:</p> <p>EITHER:</p> <ol style="list-style-type: none"> 1. Construct road A to C OR 2. Construct road A to B and secure funding for the remainder (B to C). Funding to be a mix of S106 contribution and any available public sector funding. <p>Where:</p> <p>A = Howton lane junction onto the A383</p> <p>B = Howton Road highway</p> <p>C = Staplehill Road highway (nr Perry Cross) (<i>See appendix C</i>)</p> <p>Road built up to the boundary contiguous with the Hele Park estate prior to the occupation of 500 dwellings.</p>	£9.4m	<p>Local Transport Board</p> <p>S106</p>	Devon County Council

Infrastructure	Description	When	Indicative Cost	Funding Mechanism	Lead Delivery Organisation
Newton Abbot West Primary School	New 210 to 420 place Primary School (including 40 to 70 early years places and an outreach children's centre facility) on a 1.9 ha site within Houghton Barton neighbourhood hub with dedicated parking*.	To be delivered as part of Houghton Barton neighbourhood hub Accessed and serviced on completion of 100 dwellings Open on completion of 200 dwellings	£3.5m	CIL	Devon County Council
Employment land (excluding Forches Cross)	B1 employment units totalling a minimum of 1.7ha employment land within or adjacent to the neighbourhood hub. Associated parking*. Minimum 2 storey buildings.	Accessed and serviced land to be provided and commencement of marketing on completion of 700 dwellings.	£537,000	S106	Developer
Off site employment contributions	Off site employment contributions to be taken in lieu of on site employment provision to meet any policy shortfall.	To be discussed at planning application stage	£316,000 per ha	S106	TDC
Retail/ commercial units	Retail and/or commercial units along Houghton Barton 'high street' within the neighbourhood hub with associated parking*. These should be designed as adaptable finished building 'shells' for retail/ commercial uses. To comprise at least one large unit (e.g. circa 750 sqm net) and approximately 5 smaller units (e.g. circa 150 sqm net). Smaller units to be suitable for conversion to residential if not occupied by completion of development.	Serviced land and finished building 'shells' to be provided and commencement of marketing on completion of 500 dwellings in the south west parcel of the allocation. Marketing to be undertaken until all retail units occupied or the completion of the development, whichever is sooner.	£1.88m	S106	Developer
Houghton Barton Common	Parkland located within southern part of development with associated parking*.	To be delivered on completion of 300 dwellings in the south west parcel of the allocation	£304,250	S106	Developer
Houghton Valley Park	Natural green space within the central and northern part of the development (includes NEAP – listed separately) with associated parking*.	To be delivered on completion of 850 dwellings	£596,500	S106	Developer
Locally Equipped Areas of Play (LEAPs)	A number of smaller LEAPs. These will be provided throughout the site linked to the network of foot and cycle paths	On completion of dwellings within adjoining parcels of land	£429,000	S106	Developer

Infrastructure	Description	When	Indicative Cost	Funding Mechanism	Lead Delivery Organisation
Multi Use Games Area (MUGA)	1 on site MUGA at 2,300sqm	To be delivered on completion of 500 dwellings in the south west parcel of the allocation	£120,000	S106	Developer
Neighbourhood Equipped Areas of Play (NEAPs)	3 NEAPs, one of which to be provided at Houghton Barton Common. See Appendix F for specifications.	Houghton Barton Common NEAP: completion of 300 dwellings in south west parcel. Other NEAPs to be provided in line with nearby development.	£275,250	S106	Developer
Replacement Playing Pitches	Financial contributions equivalent to: <ul style="list-style-type: none"> • 2 full-sized grass playing pitches • parking • changing facilities 	Prior to occupation	£615,000	S106	Developer
Playing Pitches	Financial contributions equivalent to: <ul style="list-style-type: none"> • 3 full-sized grass playing pitches • 9 wicket cricket square and outfield • associated parking* • changing facilities 	To be paid on completion of 900 dwellings	£566,000	S106	Developer
Safe pedestrian links	Safe pedestrian connection to existing footways linking to Newton Abbot town centre and to bus stops on the A383 in both directions	Prior to occupation of each development phase		S106	Developer
Multi-purpose community building (incorporating primary healthcare provision if required)	600sqm or more internal floorspace to be provided within the neighbourhood hub with associated parking*. Specification to be agreed in order to accommodate sport, community, health, cultural needs etc	Serviced land and finished building to be provided and transferred to responsible body on completion of 300 dwellings in the south west parcel of the allocation	£874,000	S106 NHS England	Developer; NHS England; and Responsible body e.g. Newton Abbot CIC; Newton Abbot Town Council
Neighbourhood Square and hub car parking	A multi functional open plan civic space to be provided within the neighbourhood hub: <ul style="list-style-type: none"> • 0.25ha • Hardstanding surfacing • Street furniture (e.g. benches) • Landscaping 	Square and car park, completed to agreed design and standard, to be provided and transferred to responsible body on completion of 400 dwellings in the south west parcel of the allocation	£927,000	S106	Developer and Responsible body e.g. Newton Abbot CIC; Newton Abbot Town Council
Bus services	Circular bus service providing 20 minute links in one direction around loop.	Upon completion of A382-383 Main Road Link	Up to £230,000 per annum for 3 years	Operator / S106	Devon County Council
Internal walking and cycling routes	A network of walking and cycling routes at 3m width with machine-laid tarmac or other surface suitable	In line with development	£3.89m	S106	Developer

Infrastructure	Description	When	Indicative Cost	Funding Mechanism	Lead Delivery Organisation
Allotments	23 full sized allotment plots totalling 0.7ha to be provided in a single location with associated parking*.	On completion of 600 dwellings	£280,000	S106	Developer
Biodiversity mitigation and compensation	<ul style="list-style-type: none"> Planting of new orchards, areas of woodland, shrubs and wildflowers Reinforcement of tree lines and hedgerows Bat roosts Long term ecological monitoring Specific mitigation measures for Greater Horseshoe Bats such as underpasses, ground shaping and landscaping, lighting, design vehicle speed and calming measures. Compensation for Cirl Bunting breeding territories. 	In line with development	£792,772	S106	Developer
Sustainable Transport provision	<p>4 bus shelters each to be located on either side of A382-383 Main Road Link at two (2) locations: 1) Neighbourhood hub 2) Perry Lane/Staplehill Lane junction</p> <p>3 electric car charging points at single location in neighbourhood hub</p> <p>5 bike stands (10 bike capacity each) at 5 locations (including neighbourhood hub)</p>	<p>1) On completion of 400 dwellings 2) On completion of 900 dwellings</p> <p>On completion of 600 dwellings</p> <p>1 x stand at 300 dwellings; 2 x stands at 450 dwellings; 5 x stands at 900 dwellings</p>	<p>£20,000 £20,000</p> <p>£11,500</p> <p>£7,500</p>	S106	Developer
Traffic Regulation Orders (TRO)	Traffic Regulation Orders as required to secure speed limit changes and amendments to road priorities.	In line with development.	£5,000 per TRO		

*Parking includes vehicular, cycle and disabled provision unless otherwise specified, shared parking facilities will be acceptable provided it meets the overall capacity requirements.

Table 7: Other Related Infrastructure Projects

Infrastructure	Description	When	Indicative Cost	Funding Mechanism	Lead Delivery Organisation
A382 Widening	To be delivered in phases, realignment and widening of the A382 between Drumbridges and Jetty Marsh Road, including the Jetty Marsh Phase II connection, new roundabouts at Forches Cross, Ringslade Road and Whitehills Cross plus shared pedestrian and cycle facilities parallel to A382 connecting with Drumbridges improvements.	Target completion 2022	£25m	CIL and external funding	Devon County Council
Park and Change site	100 space park and change site within Forches Cross area.	As part of main road through the site	£0.7m	Local Transport Board CIL	Devon County Council
Newton Abbot East-West Cycle Route	Cycle facilities in the form of shared pedestrian/cycle path along Ashburton Road from Hele Park to Greenaway Road and new crossings of Exeter Road and Jetty Marsh Road, linking up with the wider Newton Abbot cycle network.	Delivered in stages with commencement in line with A382 Phase 1 and completion in line with the main road through the development	£3m	CIL and external funding	Devon County Council

6.3 Servicing and Utilities

The entire development must be appropriately served by utilities infrastructure. This should be supplied to all premises in line with development. Landowners and/or developers are strongly encouraged to collectively engage with the service providers at the earliest opportunity to discuss timing of delivery and specific site requirements.

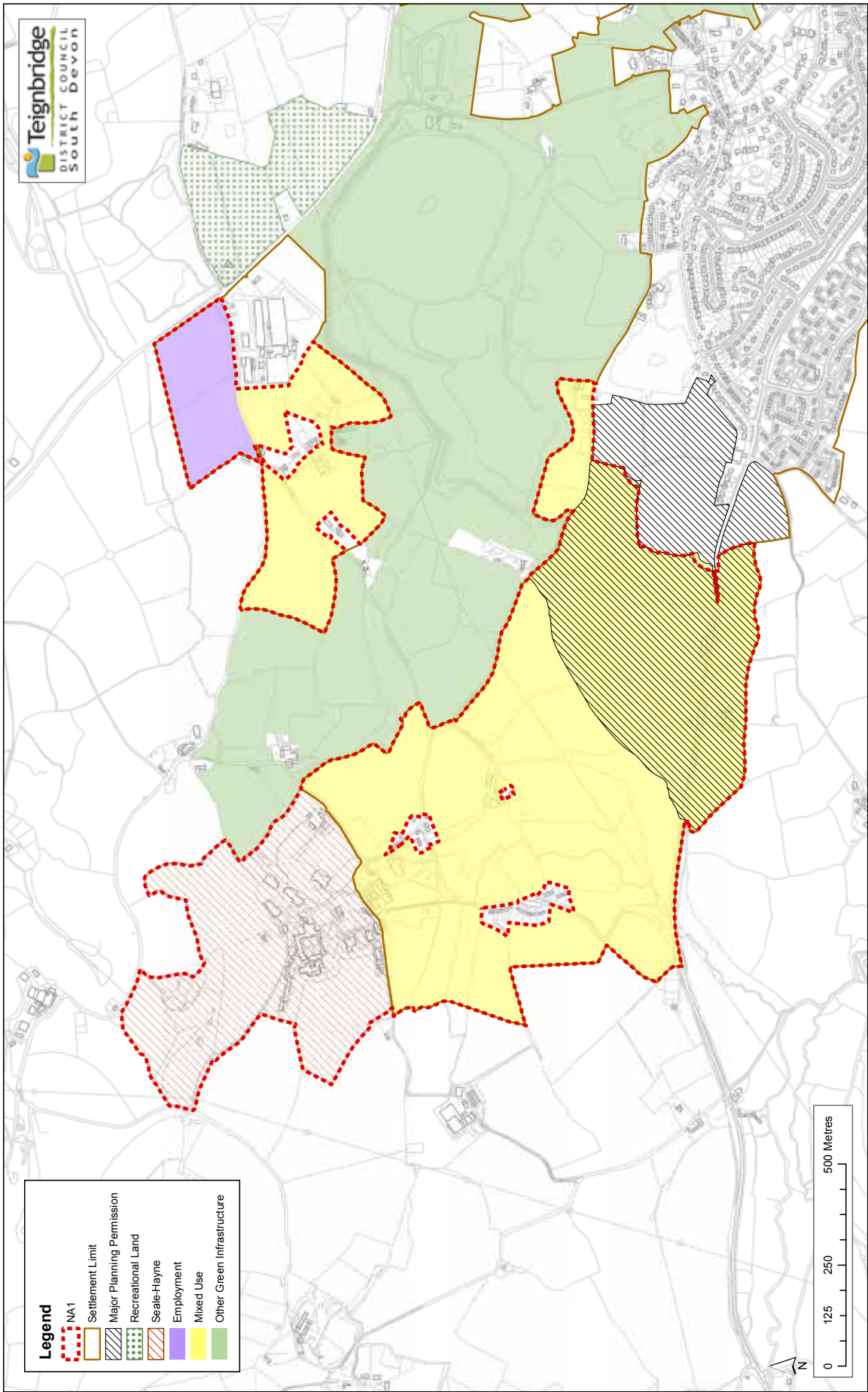
Table 8 - Servicing and Utilities

Infrastructure	Description	When	Indicative Cost	Funding Mechanism	Lead Delivery Organisation
Gas supply	On-site provision of new pipe work connections to local gas supply	In line with development	On site development cost	Commercial/ Developer	Commercial (Wales and West Utilities)/ Developer
Electricity supply	On-site provision of new cables to local electricity supply.	In line with development	On site development cost	Commercial/ Developer	Commercial (Western Power Distribution)/ Developer

Broadband	Installation of fibre optic ducting and cables to premises which are capable of providing open access telecommunications infrastructure. This will support a choice of telecommunications service providers in the market.	In line with development	On site development cost	Commercial	Developer Telecommunication Operators
Waste and potable water service provision	Pipe laying and connections to main water supply and sewage treatment works. More detailed evaluation work may be required at the north east parcel	In line with development	On site development cost	Developer Commercial	Developer South West Water (SWW)
Community recycling facilities	Space for on site recycling facilities.	In line with development	On site development cost	Developer	Developer
Household Waste Recycling	Offsite provision required	By 2033	To be confirmed.	DCC (Capital), Section 106	Devon County Council

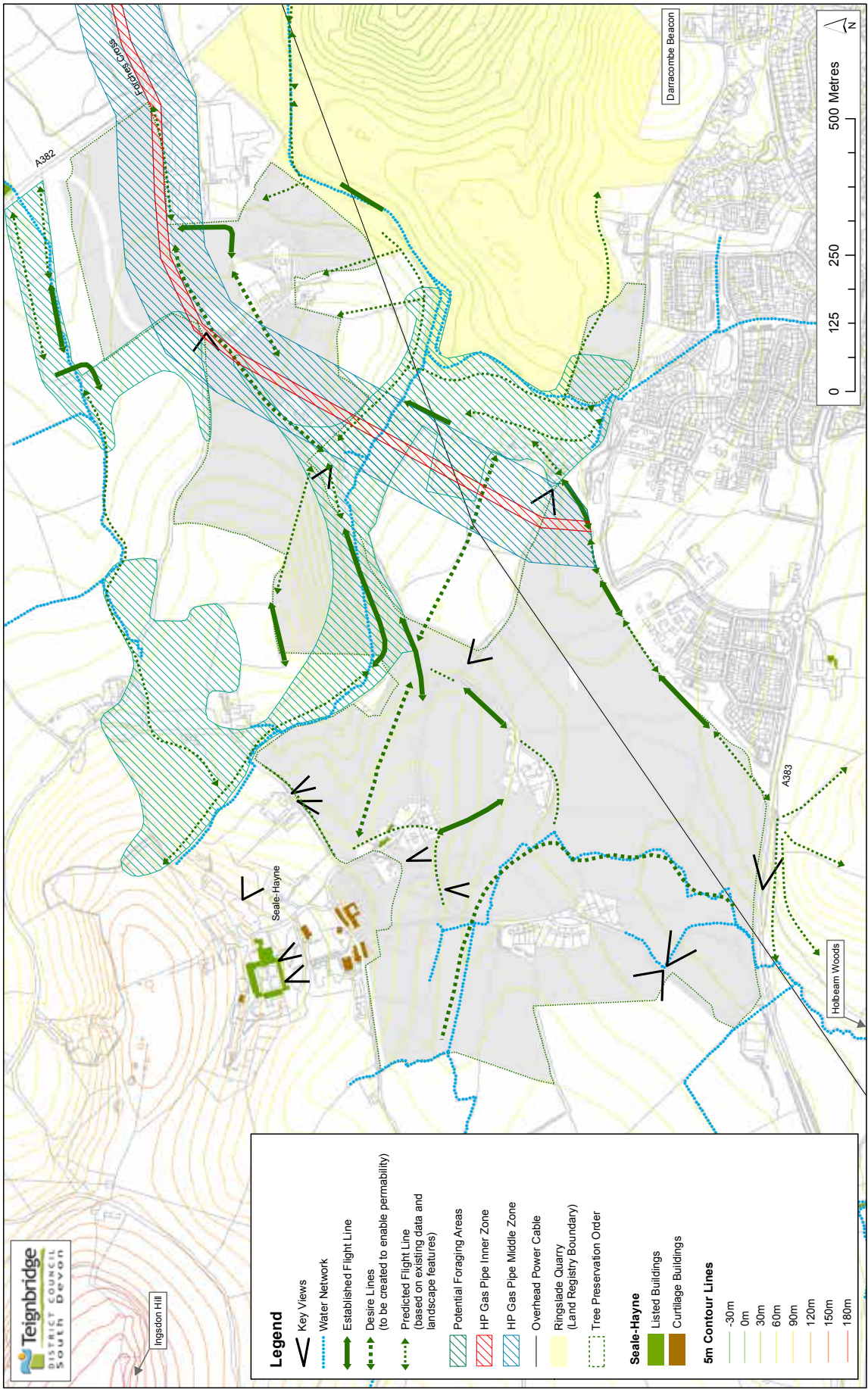
Glossary

CIL	Community Infrastructure Levy	A planning charge which raises funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development.
ESCo	Energy Services Company	A commercial or non-profit business providing a broad range of energy solutions.
LTB	Local Transport Board	An independent body that works closely with the Heart of the South West Local Enterprise Partnership to secure funding for transport schemes across Devon, Somerset, Plymouth and Torbay.
LEP	Local Enterprise Partnership	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
NDP	Neighbourhood Development Plan	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area.
SEA	Strategic Environmental Assessment	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
SPD	Supplementary Planning Document	They may cover a range of issues, both topic and site specific, which may expand policy or provide further detail to policies in a Development Plan Document.
S106	Section 106	Also known as planning obligations. A mechanism which is used to make a development proposal acceptable in planning terms that would not otherwise be acceptable. They are focused on site specific measures to mitigate for the impact of the development.



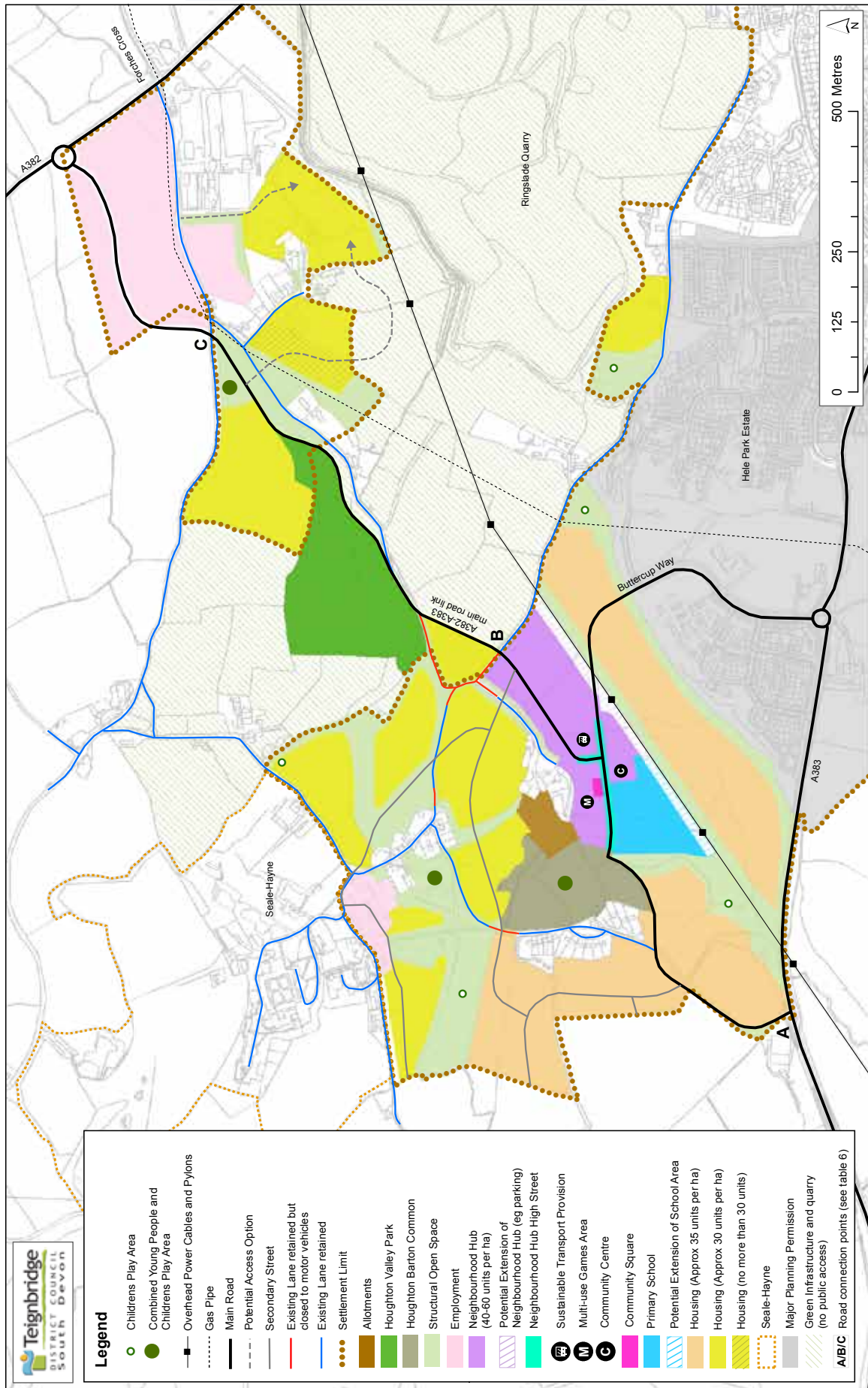
Appendix A: Newton Abbot NA1 Allocations Map

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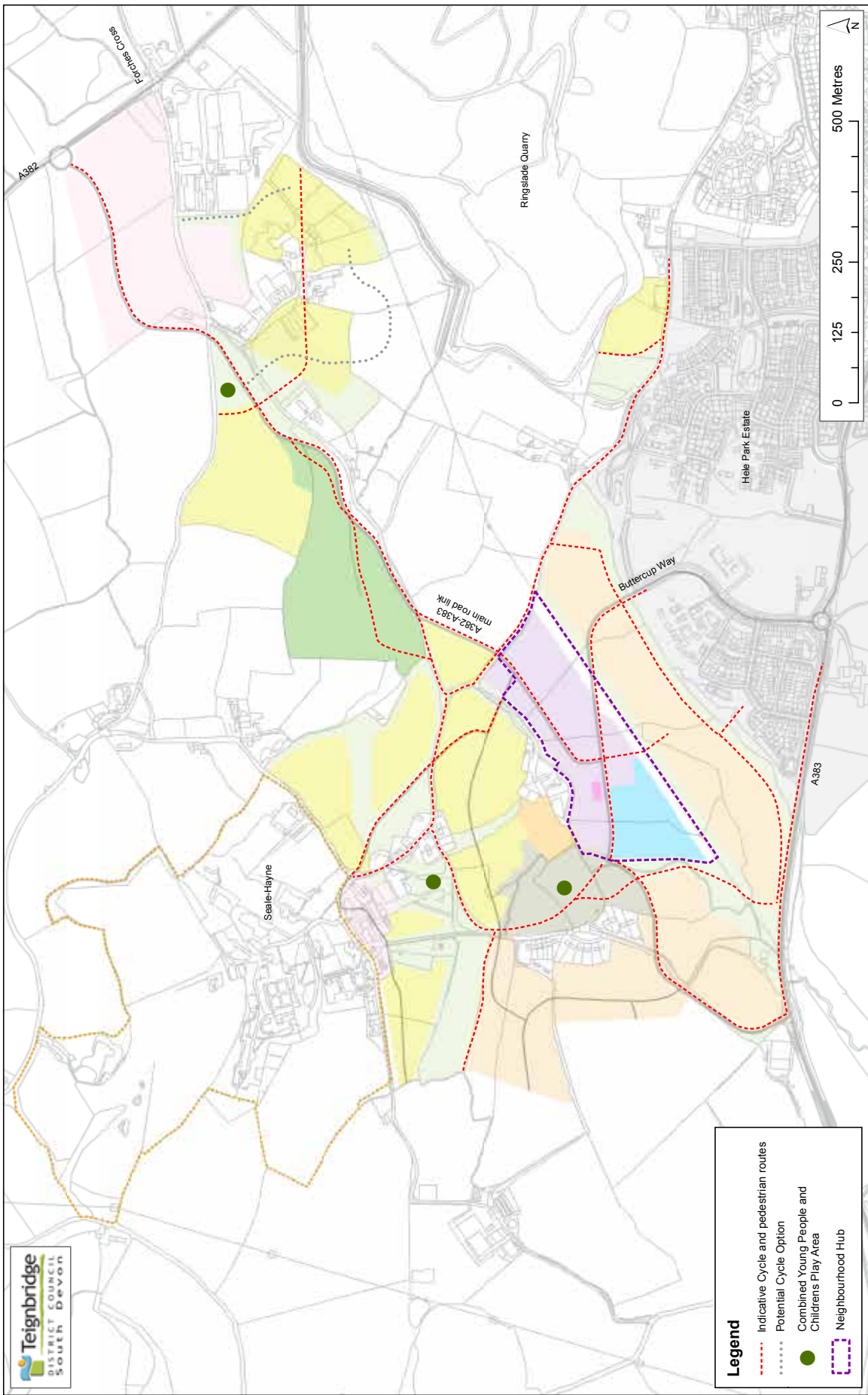
Appendix B: Context Map

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Appendix C: Illustrative Masterplan

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Appendix D: Walking and Cycling Routes

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Appendix E - Education Requirements

- E.1 Criterion (e) of policy NA1 requires the provision of a site of 1.9 hectares for a 420 place primary school including early years provision.

E.2 1. Primary Provision

Primary provision is required in association with the allocation as there will be insufficient capacity at nearby primary schools when the development comes forward. The data in the table below has been provided by Devon County Council. It shows the existing and projected capacities at nearby schools Bradley Barton and Highweek.

	Bradley Barton	Highweek
School Capacity (2017)	420	420
Existing on roll (2016)	362	292
Projected (2019/20)	429	349

- E.3 Bradley Barton has recently expanded to a 420 place primary school through increased key stage 2 facilities. Highweek has recently been expanded to a 420 place primary school (by additional KS2 capacity) which is expected to be delivered in 2017/18. Using the occupancy levels as set out in DCC's 'Education Section 106 Infrastructure Approach', it is anticipated that developments at Hele Park (650 dwellings), Mile End (337 dwellings) and Whitehills (450 dwellings) will generate 360 additional primary school pupils. Also taking into account other development taking place in Newton Abbot this is likely to use any spare capacity at the expanded Bradley Barton and Highweek schools. The development of Houghton Barton (1150 dwellings) is expected to generate a further 288 additional primary school aged children and therefore an additional primary school will be required to accommodate the new development at NA1.
- E.4 The requirement for primary provision will be a 210 place school (including 40 early years places and an outreach children's centre facility) on a 1.9 hectare site with the potential to expand to 420 places (70 early years places). The freehold interest in the site will need to be secured prior to commencement of the development, with a construction access provided within three months. It is required to be fully accessed and serviced on completion of 100 dwellings. It is anticipated that the school will need to open on completion of 200 dwellings. Prior to the school site being transferred, the County Council will require access to the site to allow surveys to be undertaken.
- E.5 Land for the primary school is required solely to address the development needs of NA1. It should therefore be made available to the Council (or a delivery body nominated by the Council) with pedestrian, cycle and vehicular access and all services required for the operation of a school, at no cost. Thereafter, it is expected that the school will be delivered through funding from the Community Infrastructure Levy and other available sources.
- ### E.6 2. Secondary Provision
- Secondary School provision is not required as part of the NA1 development. The Local Plan makes provision for a site for secondary school provision at the NA3 Wolborough allocation to the south of Newton Abbot to meet growing education needs in the Newton Abbot area.

Appendix F - Green Infrastructure

F.1 Introduction

This appendix provides further detail and clarification on requirements for distribution and quality of green space secured through any planning application. The following table summarises the quantum and different typologies of green space required based on a 1,150 dwelling allocation:

Type of Space	Quantity (m ² per dwelling)	Open Space Requirement (m ²)	Open Space Requirement (ha)
Children and young people's space	10	11,500	1.15
Formal and informal green space (Park Space)	17	19,550	1.95
Allotments	6	6,900	0.69
Natural green space	50	57,500	5.75
Active recreation space (Outdoor sports pitches)	27	31,050	3.11
Total	110	126,500	12.65

F.2 Planning

Green space will be secured through the planning application process, conditions and section 106 agreements. Where the comprehensive approach supports a deficit in delivery of a particular element of GI on an application site, contributions will be required for additional provision elsewhere.

- F.3 As part of any full planning application or prior to first reserved matters, a Green Infrastructure Vision Statement must be agreed to support and guide the final design. It shall set out the aims and objectives, key design characteristics and location and layout for proposed green infrastructure features and how this contributes toward the wider strategy for the site. The statement should address formal/informal, active and natural green space, play space and SUDS. This would be supported by individual implementation plans at the reserved matters/detailed design stage.

F.4 3.Children and Young People's Space

Definition: equipped and unequipped spaces where children and young people have the opportunity to play or meet safely

- F.5 Based on 1,150 dwellings, the total requirement for Children and Young People's Space (referred to here as 'Play') on NA1 is approximately 1.15ha at a rate of 10m² activity area per dwelling. Levels of onsite delivery should meet the demand through a mixture of combined facilities and 'play on the way'.
- F.6 Combined facilities will provide for both children and young people in a single location with formal and informal play and exercise equipment, wheeled and ball sports, and interspersed with suitable planting. This provides efficient use of land by allowing buffers (see following page) to overlap and ease of supervision and progression in play. The

following provides a summary of the types of facilities to be provided and a recommended layout for a 3,000m2 combined play area:

Area	Activity	Open Space Classification	Facility Summary
A	Natural Play Space	Children's and Young Peoples Space Activity Zone	Bee walls, insect hotels, rockeries, log piles, natural themed seating, nest boxes, natural bird baths, native trees and shrubs, willow play features, sensory play, play landscapes
C	Wheeled Sports	Children's and Young Peoples Space	Wheeled sports opportunities e.g. Skate Bowl, Pump Track, street furniture, landscaped activity zones
C1	Formal Play Area 0-6 Years	Children's and Young Peoples Space	Play zone for toddlers providing: 1) stimulating, inclusive and fun play to help toddler development. 2) range of sensory planting and play experiences (formal and informal) that will stimulate: sight, touch, sound and smell.
C2	Formal Play Area 6-12 Years	Children's and Young Peoples Space	Formal playground equipment and play experiences for juniors providing stimulating, inclusive and fun play with challenges to include: balancing, rocking, climbing, overhead activity, sliding, swinging, jumping, crawling, rotating, imaginative play and social play.
C3	Formal Play Area 12-16 Years	Children's and Young Peoples Space	Play zone offering formal playground equipment and play experiences for seniors to include: balancing, rocking, climbing, overhead activity, sliding, swinging, jumping, crawling, rotating, imaginative play and social play.
D	Sports Zone	Children's and Young Peoples Space	Zone providing the following types of experiences: outdoor gym, table tennis, trim trail station, safe parkour
E	MUGA (multi use games area)	Children's and Young Peoples Space	Open access MUGA measuring 20 x 40m, to provide an array of sporting opportunities including: netball, mini tennis, five-a-side football, walking sports
F	Sheltered Seating	Ancillary	Protected central resting and socialising space

Figure 1: Suggested Layout for 3000sqm activity area



- F.7 'Play on the way' shall comprise additional dispersed play facilities associated with smaller green spaces and movement corridors and shall contribute to achieving appropriate coverage across the development area.
- F.8 Play facilities must be distributed within the allocation to ensure suitable access to all dwellings. This may require play facilities in larger green spaces and within development areas. Accessibility is determined by minimum straight line distances to play facilities which for Teignbridge are set as:
- 480m for Young People; and
 - 240m for Children.
- F.9 Play space must also have the following satisfactory buffers (not forming part of the activity area) that may comprise green space, schools and community facilities:
- *Toddlers / young children:*
A buffer zone of 10 metres minimum depth is required to separate the edge of the activity zone and the boundary of the nearest property. A minimum of 20 metres is required to be provided between the activity zone and the habitable room facade of the nearest dwelling.
 - *Older Children / Teenagers:*
A buffer zone of 30 metres minimum depth is required to separate the activity zone and the boundary of the nearest property.
 - *Buffers between Toddlers/Younger Children and Older Children/Teenagers:*
A buffer zone of 25 metres (minimum) depth is required to separate the edge of the Older Children/Teenagers activity zone (when ball facilities are provided) and edge of the Toddlers / Young Children activity zone.
- F.10 Additionally, play spaces:
- Shall be to a high quality, meeting or exceeding BSEN1176;
 - Shall be well overlooked, with homes fronting onto provisions;
 - Shall be well connected to pedestrian and cycle routes and include cycle parking;
 - Shall occupy a well-drained site with a grass or hard surface and feature an appropriate impact-absorbing surface beneath and around play equipment conforming to BSEN1177;
 - Shall not be located within the flood plain or include plant access chambers or soakaways;
 - Shall have a safe boundary and separation to adjacent sources of risk such as roads and SuDS features;
 - Shall have adequate space around the play equipment for informal play;
 - Shall contain seating for users / parents / carers in the vicinity of play equipment;
 - Shall contain litter bins at each access point and in the proximity to each group of seats;
 - Shall be contained by dog-proof fencing with two points of access and self-closing gates for young children's space. Planting should be used to soften the appearance and provide a natural setting;
 - Shall include native planting within greenspace buffers to enable children to experience natural scent, colour and texture;
 - Should be adjacent to public green spaces or community facilities to achieve further efficiencies in land use; and
 - Should make best use of natural features that may be present, or which can be improved in the SWE1 allocation, in order to enhance the quality of play offer.

F.11 4. Formal and Informal Green Space (Parkland)

Definition: landscaped amenity green space most commonly, but not exclusively in housing areas. Includes formally laid out sites that may include flower beds, sensory areas and cycle parking. But also spaces that are informal in layout and character that have few formal facilities.

F.12 Based on 1,150 dwellings, the total requirement for Formal and Informal Green Space on NA1 is approximately 1.95ha at a rate of 17m² per dwelling. This green space must be an integral element of the site's overall design and located so as to provide accessible focal points for the development. Accessibility is determined as within 600m straight line distance. Focal points and efficient land use can be achieved through providing buffer areas to required Play spaces, as above.

F.13 Additionally, formal and informal green space shall:

- Be well overlooked, with homes fronting onto provisions;
- Not include surface water drainage features;
- Include appropriate (formal/informal) planting schemes, incorporating native, edible and sensory planting;
- Not be in the floodplain or attenuation ponds in the case of formal green space;
- include networks of footpaths and foot/cycle paths that connect with the wider network (see Section 8 below);
- include a suitable mix of furniture including shelter, seats, bins and cycle parking;
- include facilities to support healthy living such as trim trails and outdoor gym equipment;
- include facilities to support outdoor learning including interpretation panels about local heritage (e.g. at heritage assets);
- include public art that draws on local context and a common 'language' across the whole allocation in consultation with Teignbridge District Council.

F.14 5. Allotments

Definition: areas of space, not publicly accessible, set aside for growing crops and let to residents on an annual basis.

F.15 Based on 1,150 dwellings, the NA1 Framework provides for approximately 0.7ha of allotments at a rate of 6m² per dwelling.

F.16 Allotment sites:

- Shall be laid out with standard full (10m x 25m) and half (10m x 12.5m) plot sizes connected by a suitable path network;
- Shall provide one wheelchair accessible plot per allotment site
- Shall have vehicle access, be connected to cycle and pedestrian network and have vehicle and cycle parking;
- Shall not be in the floodplain or attenuation ponds, or over-shadowed by land, buildings or vegetation that may inhibit productivity;
- Shall be located in areas of lower ecological value, such as Improved Grassland or Arable habitats;
- Shall have suitable boundary treatment and gates to prevent public access;
- Shall contain cultivatable soil demonstrated by soil testing;
- Shall provide water stand pipes at 1 tap per 5 plots;
- Shall provide communal toilets, composting and seating; and
- Should be located in parcels of 0.5ha or more to enable efficient management and provision of associated facilities;

F.17 6. Natural Green Space

Definition: sites where the predominant function is to compensate for developments' impact on wildlife and provide people with access to, and experience of nature.

F.18 Based on 1,150 dwellings, the total requirement for natural green space on NA1 is approximately 5.75ha at a rate of 50m² per dwelling. The distribution of natural green space will depend on site-specific factors such as location of priority or protected species and habitats. However, it could form a significant part of the designated area of green infrastructure.

F.19 Natural green space shall:

- Be designed to compensate for unavoidable, site-specific impacts resulting from development. Net gain to biodiversity shall be assessed using Defra's biodiversity offsetting metric (<https://www.gov.uk/biodiversity-offsetting>). Where onsite measures are insufficient to achieve a net gain, offsite measures may also be required;
- Be predominantly made up of semi-natural habitats. Mix and extent of habitat type/condition will be informed by suitable ecological information and may include appropriately designed and planted SuDS; and
- Be accessible where it is compatible with managing for net gain.

F.20 7. Active Recreation Space

Definition: those areas which are formally used for a variety of organised and competitive sports. They can either be fixed sports space (tennis courts/bowling greens etc.) or seasonal sports space (football/cricket).

F.21 Based on 1,150 dwellings, the total requirement for active recreation space on NA1 is approximately 3.1ha at a rate of 27m² per dwelling. In addition, any loss of existing playing fields on the site, such as those at the entrance to Howton Lane which comprise two full sized grass playing pitches (one football pitch and one rugby pitch) must be offset so there is no overall net loss of playing pitches as part of the development.

F.22 Active recreation space shall:

- Be provided alongside accessible parking and changing facilities;
- Provide for a wide mix of uses to be agreed through discussions with TDC and DCC to meet the needs of both the future school and community;
- Accommodate seasonal changes in use e.g. football to cricket.
- Have pitch and court sizes, orientations, boundary treatments and buffers to property and tree roots/canopies that conform to National Governing Body latest guidance;
- Be flat and free draining;
- Not be on the floodplain;
- Include flood lighting with easy access for regular maintenance to allow winter evening use;
- Have suitable governance and maintenance provision to be agreed with the LPA, including a sinking fund for future maintenance;

F.23 8. Green and Blue Corridors

Definition: attractive linear features between green and blue spaces for the movement of people and wildlife. Green/blue links or corridors are an important component of quality design and sustainable communities.

F.24 Green and blue infrastructure shall:

- Take advantage of existing watercourses and well established tree and hedge-lined lanes.
- be fronted onto by development for oversight and maintenance within the public realm;
- include a minimum of 10m width of semi-natural habitats;
- include additional space for movement of bicycles and pedestrians with regular links into the surrounding networks and no or limited vehicular through traffic;
- include appropriate lighting that balances ecological and safety concerns;
- provide a suitable mix of additional features set out in earlier sections above such as:
 - Trim trail stations;
 - Play facilities;
 - Edible/sensory planting; and
 - Public art.

Appendix G - Primary Route Requirements

G.1 A traffic assessment has been undertaken of the proposed development at Houghton Barton and the need for, and timing of, a new road connecting the A382 and A383 (the 'main road') through the development area.

G.2 Traffic Modelling

The impact of the development on the local road network has been assessed by analysing traffic count data at key sites during the AM peak period (08:00-09:00) and PM peak period (average hour in the interval 16:00-18:00). These sites are: Ringslade Road; Dyrons Roundabout; Highweek Street/Halcyon Road junction; A383 (Ashburton Road); and A382 (Bovey Tracey Road). Current traffic flows at Ringslade Road, and the Highweek Street/Halcyon Road junction are highest in the AM peak, compared to the other sites where flows are higher in the PM peak.

G.3 In addition, the traffic modelling takes into consideration any 'background growth', i.e. anticipated changes in traffic flows which are not as a result of this development or other local consented developments. However, the traffic count data shows that over the last five years there has been no notable increase or decrease in traffic movements at the sites where traffic counters were located. As such, no background growth has been applied to the traffic to represent future traffic flows.

G.4 Any local developments with consented planning permission have been factored into the traffic modelling. This includes all development permitted at Hele Park and phase 1 of the A382 scheme.

G.5 Assessing development impact

Three scenarios have been modelled:

- A. Developments with consented planning permission;
- B. Developments with consented planning permission plus NA1 (1,150 dwellings and 10ha employment land) with the 'main road'; and
- C. Developments with consented planning permission plus NA1 (1,150 dwellings and 10ha employment) without the 'main road'.

G.6 Traffic modelling of Scenario A shows that developments with consented planning permission are not considered to have a severe impact on traffic flows on the surrounding network, although they do result in a significant increase of traffic flows at some of the sites.

G.7 Traffic modelling of Scenario B shows that the development with the main road constructed results in a reduction in traffic volumes in the order of 30% on Ringslade Road and has an acceptable impact on other traffic flows on the surrounding network including key junctions.

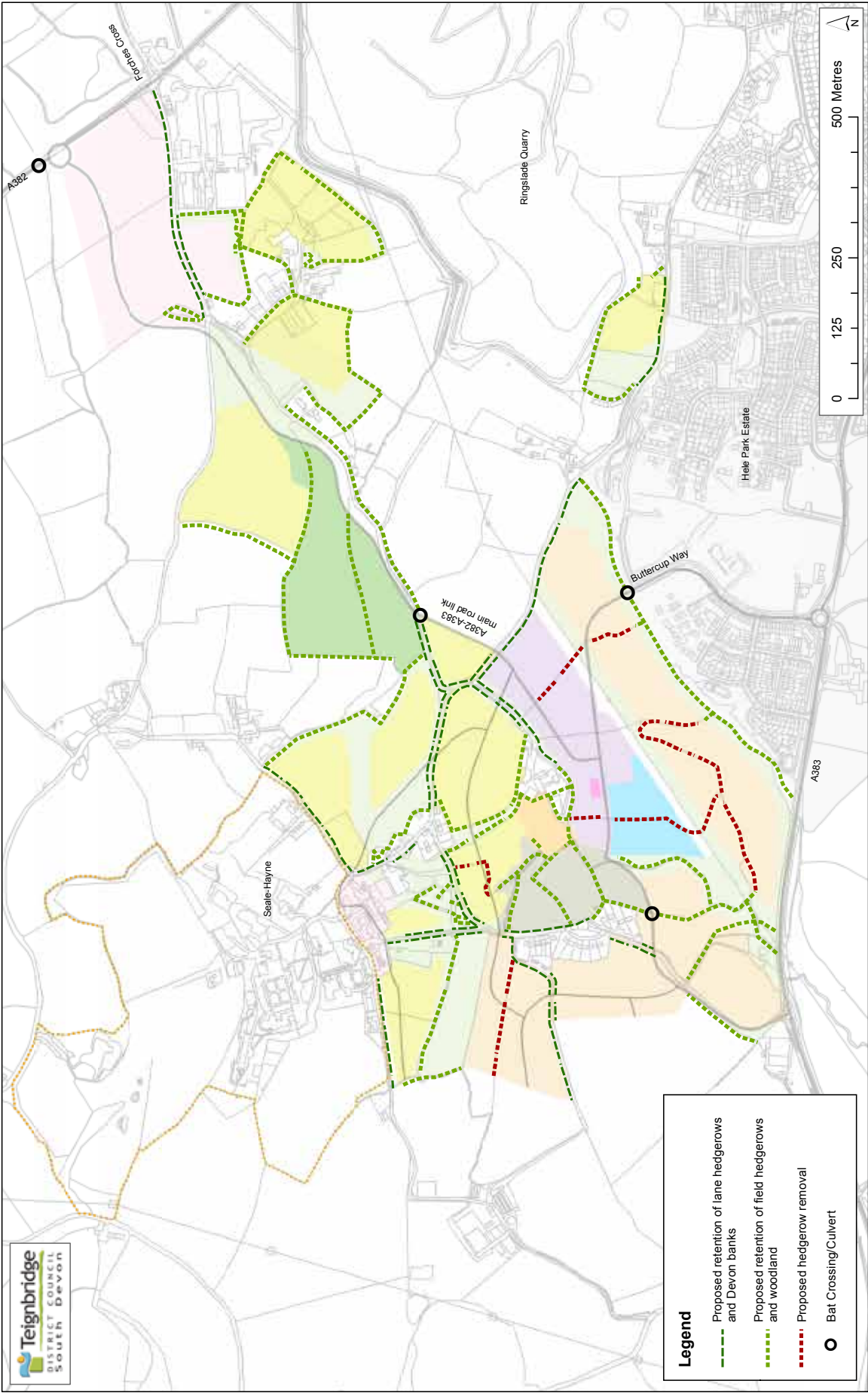
G.8 Traffic modelling of Scenario C shows that without the main road in place the full development significantly increases traffic on Ringslade Road and a number of other roads in the area. This is considered to have a severe impact on traffic flows on the surrounding road network and therefore shows that the main road is required before the completion of NA1.

- G.9 Further analysis to determine the point at which a severe level of impact is reached has been carried out. A number of scenarios have been tested which take into consideration deliverability of the main road as part of the wider development. The key triggers have been identified as:
- i. 200 dwellings and 8ha of employment land accessed from the A382; and
 - ii. 200 dwellings accessed from the A383.
- a) 200 dwellings and 8ha of employment land accessed from the A382 (Bovey Tracey Road)
- 200 dwellings and 8ha of employment can be brought forward with a negligible impact on flows on Ringslade Road (circa 1%).
 - Flows increase by around 10% in the AM peak and PM peak on the A382. The traffic at Dyrons roundabout increases by 2% in both peaks with the flows at the Highweek Street signals increasing by 1%.
 - It is therefore considered that the development of 200 dwellings and 8ha of employment accessed from the A382 can be accommodated without a severe impact on the highway network.
- b) 200 dwellings accessed from A383 (Ashburton Road)
- Flows increase on Ringslade Road by 10% in the PM peak, and 18% in the AM peak, however the magnitude of flows are lower in the AM peak than the current PM peak. It is recognised that whilst this will have some short term impacts on the surrounding road network, up to 200 dwellings is considered necessary to facilitate funding and construction of the main road.
 - Impact on other parts of the local road network are more marginal, such as flows at Dyrons roundabout which increase by 2%, at Highweek Street signals which increase by less than 1%, and flows on the A383 which are within capacity, increasing by less than 5% in each direction.
 - It is therefore considered that no more than 200 dwellings could be accommodated with access to the A383 without a severe impact on the highway network.

G.10 Conclusion

Development of 200 houses and 8ha of employment can be accessed from the A382 without the main road completed. A scenario of 200 houses accessed from the A383 is considered to be the upper limit for development from the south before the main road is completed. In the meantime, there will be a short term impact on the local road network.

- G.11 The results presented may be updated as final development uses of the site are determined through the planning application and reassessment is undertaken using the most up to date traffic surveys. The specific trigger point will be determined on the basis of detailed Transport Assessment at the time an application is submitted.



Appendix H: Hedgerows

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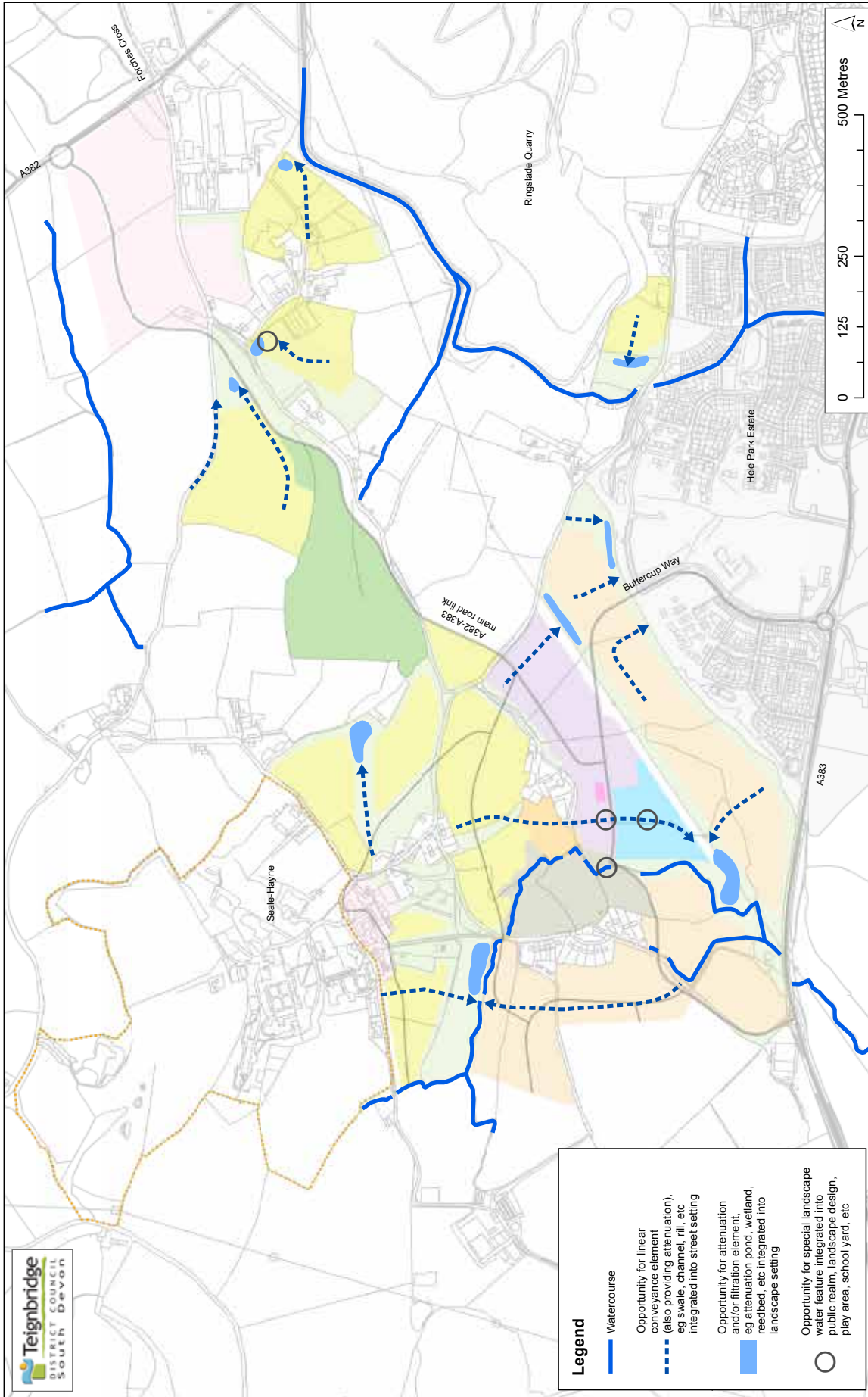
Appendix I - Sustainable Drainage System

- I.1 Sustainable Drainage Systems (SuDS) are the preferred method for managing surface water run-off. They shall be designed to both manage the potential increased surface water flood risk of development as well as deliver amenity and environmental benefits. Measures shall be applied progressively from prevention, source control, site control through to catchment control.
- I.2 Well designed SuDS may be incorporated into urban space, green and blue infrastructure and natural green space. SuDS should not be provided as part of Children and Young People's space, formal green space and active recreation space.
- I.3 SuDS for the development must be designed in accordance with the Devon County Council's SuDS Design Guide 2015 and local guidance issued by Teignbridge District Council. Surface water resulting from development should be managed to mimic the theoretical 'Greenfield' flow rates and volumes for each of the corresponding 1, 30 and 100 year storm events taking account of climate change. Long-term storage must also be provided to manage excess volume from a 100 year, 6 hour event.
- I.4 The development should incorporate the following principles within the different areas of the allocation:

Area	General Principles
The River Lemon catchment: in the west of the allocation area, where retention and detention will be important to reduce the impact on periodic flooding within and adjacent the allocation area	<ul style="list-style-type: none"> • Source Control • Appropriate land drainage for rainwater harvesting – field drainage, car parks • Permeable paving in public parking areas and shared streets • Coveyance • Swales adjacent to footways along streets and in hedgerow buffer zones add richness to landscape setting • Filtration • Reed beds and wetland zones transitioning from conveyancing system along footpaths, cycle routes, hedgerow buffers • Retention and detention • Naturalised ponds and wetlands in formal/informal/natural green spaces providing both habitat and public amenity
The neighbourhood hub: where particular SuDS features can contribute to place making objectives	<ul style="list-style-type: none"> • Source Control • Green roofs and rainwater harvesting in school and other public buildings • Permeable paving in public parking areas, shared streets and squares • Coveyance • Canals and rills: open surface water features adjacent to footways, along shared streets to create 'sense of place' through hub • Filtration • Formal bio-retention areas (trees and shrub planting – including street trees) • Rain gardens integrated into street scene • Retention and detention • Potential to provide localised attenuation in hub as a focal point/'place maker' in the neighbourhood square • Alternative is to attenuate further downstream in naturalised ponds and wetlands in the public open space, adjacent to school grounds, with the potential to develop this as an educational resource. It can then discharge into adjacent watercourse.

Area	General Principles
The remainder of the allocation area: where filtration and infiltration will be important in the absence of existing watercourses	<ul style="list-style-type: none"> • Source Control • Appropriate land drainage for rainwater harvesting – field drainage, car parks • Conveyance • Naturalised streams and swales – following roads, footpaths, cycle routes, hedgerow buffers • Playful interventions incorporated into play areas e.g. rills, spouts etc. introducing interactive water play • Filtration • Reed beds and wetland zones transitioning from conveyancing system along footpaths, cycle routes, hedgerow buffers • Retention and detention • Naturalised ponds and wetlands in formal/informal/natural green spaces providing both habitat and public amenity as well as a rich and varied setting for residential development

I.5 An example of a sustainable drainage network for the site is shown on the map on the following page.



Appendix I: Sustainable Drainage System

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Appendix J - Indicative Alternative Route Alignment Options at Forches Cross

