

Teignbridge Local Plan Review

Local Plan (Part 2) 2020-2040

Creating Quality Places - Site Options

DRAFT PLAN



JUNE 2021

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Chapter 1: Introduction

Teignbridge is a mainly rural district in South Devon, located between Exeter and Torbay and the south eastern area of Dartmoor. It covers 260 square miles (67,387 hectares), and boasts a diverse mix of coast, countryside, seaside resorts, market towns, villages, and moorland. It is home to over 131,000 people, living in around 62,000 homes (ONS 2018).

Around 100 square miles of the district lies within the Dartmoor National Park, which is an independent governmental body to conserve and enhance the special qualities of the National Park. It is a separate planning authority to the rest of Teignbridge and therefore the policies within this plan only cover the area outside of the Dartmoor National Park.



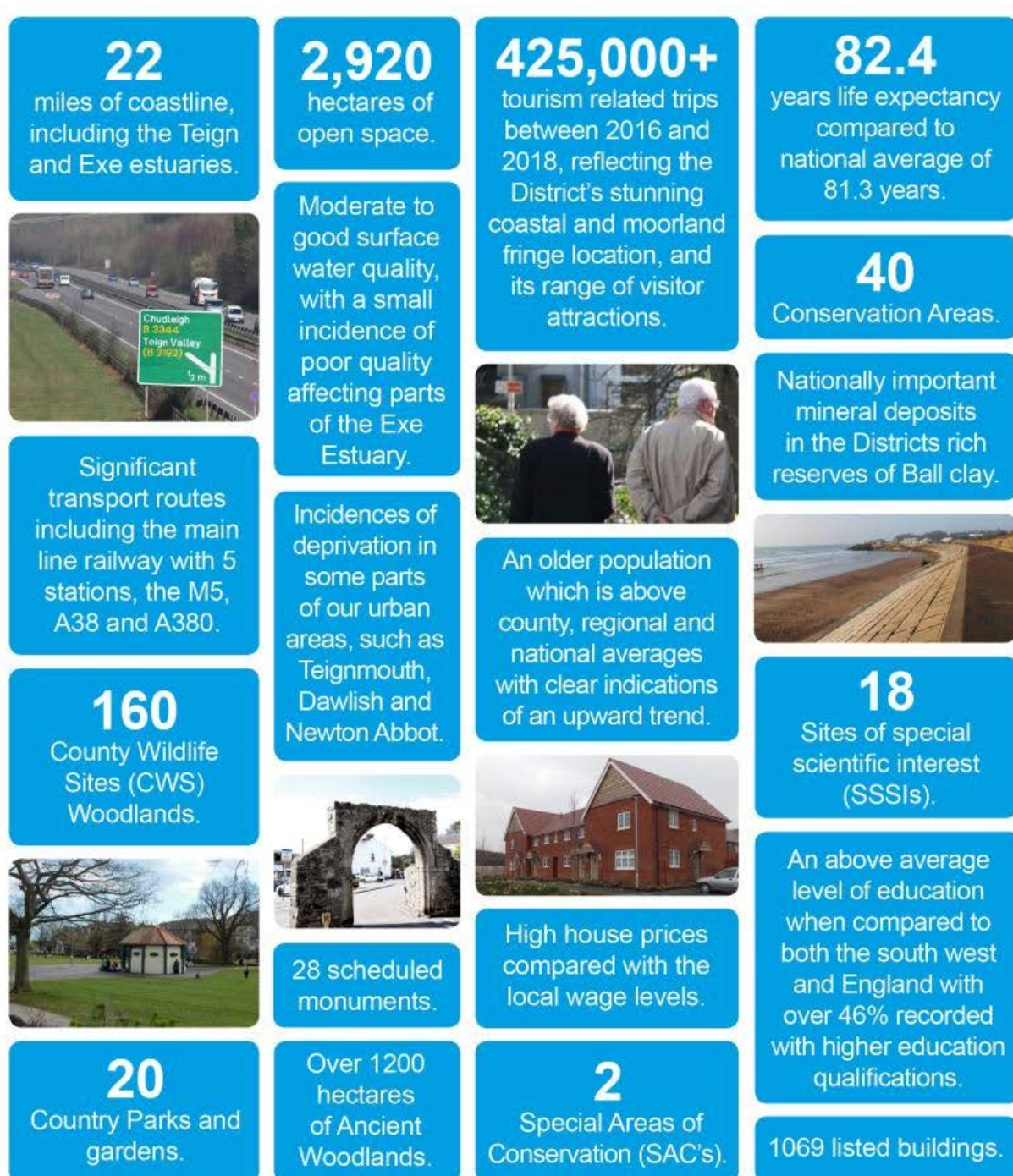


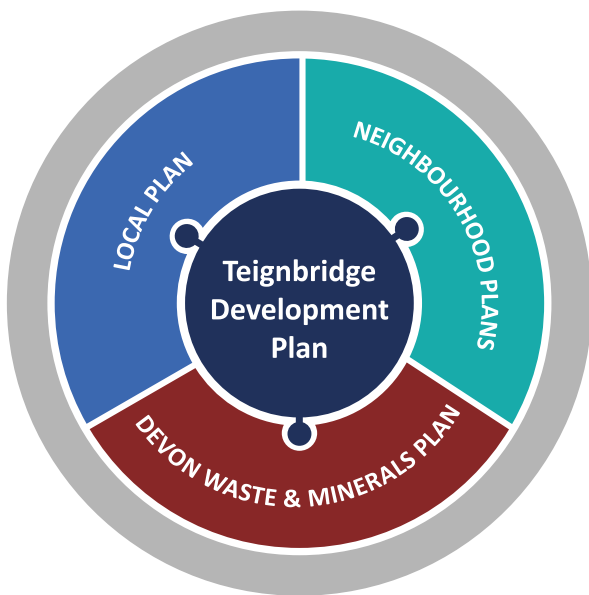
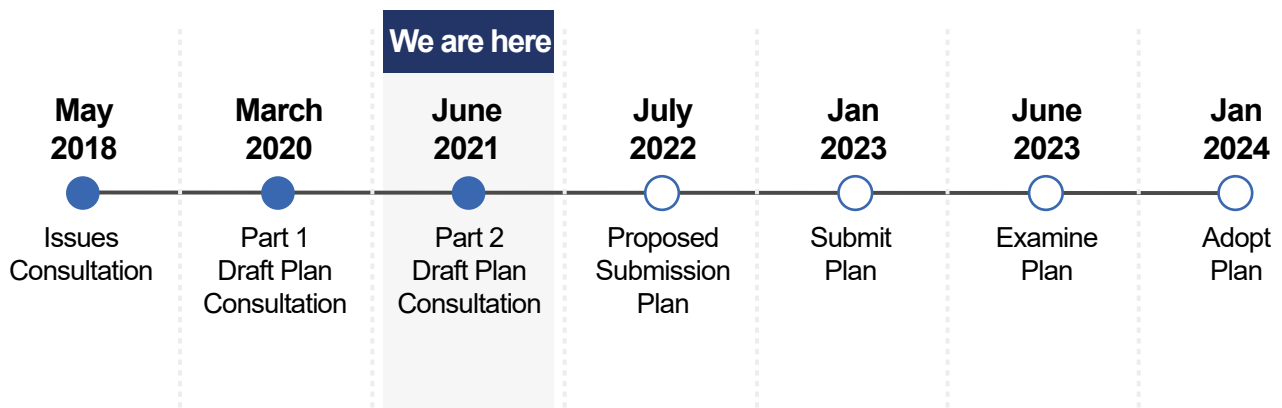
Fig 2. Characteristics of Teignbridge

About the Plan

This document is the Draft Local Plan (Part 2) for Teignbridge. It is the third step in our update to the existing Local Plan which was adopted in May 2014. Within the next few years this plan – alongside the Local Plan Part 1 which was consulted on in March to July 2020 - will replace the existing Local Plan in full.

Both the Part 1 and Part 2 Draft Plan consultations have been undertaken as Regulation 18 consultation documents, in line with the requirements of the 2012 Town and Country Planning Local Planning (England) Regulations (as amended).

Together, these plans will guide what development can and cannot happen in Teignbridge as well as the pattern and location of future development in Teignbridge.



Local Plan

Contains policies to manage how development takes place in Teignbridge

Contains allocations for where development will take place. It will identify sites for housing, employment land, gypsy and traveller pitches and renewable energy schemes.

Neighbourhood Plans

Neighbourhood Plans are prepared by a parish council or neighbourhood forum for their local area.

They include locally specific policies to manage development in their area and may include sites for new development.

Devon Waste & Minerals Plans

These plans are prepared by Devon County Council and apply to the whole of Devon. They provide policies to manage the supply of minerals and their operations and applications for waste related development.

The Development Plan is the starting point for all planning decisions in Teignbridge. Planning decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise.

This Draft Local Plan is consistent with national policy, relevant legislation and guidance and also endorses the priorities and policies set out in our adopted neighbourhood plans.

The plan has been prepared taking into account our statutory Duty to Co-operate, which ensures that planning issues that cross local authority boundaries are considered effectively and appropriately. Various Duty to Cooperate matters have been identified in preparing both Parts 1 and 2 of the Draft Local Plan. To date, we have been addressing these matters through working with our strategic partners and neighbouring authorities to identify key issues and possible solutions. In particular, this has included regular liaison with our neighbouring authorities of East Devon, Exeter City, Mid Devon and Torbay Councils, Plymouth/South Hams/West Devon, as well as collaboration with the NHS and Devon County Council as the Education, Transport, Minerals and Waste Authority.

These main Duty to Cooperate matters identified include:

- The potential for development near to the boundary of the Dartmoor National Park and subsequent implications on both landscape sensitivity and recreational impact on the Dartmoor Special Area of Conservation;
- Capacity within primary healthcare facilities, Torbay Hospital and the Royal Devon and Exeter Hospital to accommodate additional growth;
- Capacity within primary and secondary education facilities within the district to accommodate additional growth;
- The impact of potential new development sites on the current and future extraction of minerals;
- The ability of ourselves and neighbouring authorities to meet our required housing need, specifically Torbay Council which is carrying out further work to identify whether, and how much, of their housing need they may need to provide outside of their own boundaries;
- The potential for new development on the Exeter urban fringe and subsequent implications on landscape sensitivity and sustainable connectivity to the city;
- The potential for new development within the 10km recreational zone of the Exe Estuary Special Protection Area and Dawlish Warren Special Area of Conservation;
- Working to support the preparation of the Devon Carbon Plan and reflect its recommendations where appropriate;
- Engaging with the Shoreline Management Plans to identify and plan appropriately for Coastal Change Management Areas.
- Following consultation on the Draft Local Plan (Part 2) the officers will prepare a Statement of Common Ground to be agreed with our Duty to Cooperate Partners. This will be kept up to date as the plan progresses through to submission (as statutorily required).

The 2011 Localism Act introduced a Duty to Support communities preparing neighbourhood plans. To date, the support and advice Teignbridge has provided has assisted 8 neighbourhood plans to be written and adopted. Neighbourhood plans must be consistent with the strategic policies in the Local Plan. Once adopted, neighbourhood plans are a material consideration when making decisions on planning applications.

The Authority will publish an Annual Monitoring Report (AMR) which will test the effectiveness of the Local Plan and measure performance against any specific targets set.

Under relevant legislation, Local Plans must be accompanied by a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). These very similar requirements are usually integrated into one document/process. SA/SEA considers the effects of the plan on the environment, people and the economy, considers reasonable alternatives, proposes measures to mitigate harmful effects, and sets out monitoring measures. In this way sustainability is considered in plan preparation. The SA/SEA has been published alongside this Draft Plan for consultation.

The local plan will need to be screened under the Habitat Regulations and may be subject to Appropriate Assessment before it is submitted. A draft Habitats Regulation Assessment has been prepared as an initial examination of the development options proposed within this plan. A full screening/Appropriate Assessment will follow as the plan progresses. **Vision and Objectives**

Vision

Teignbridge will be a leader in tackling climate change and nurture an environment in which both people and nature can thrive. We will provide more homes which are truly affordable and able to meet the needs of each generation. We will encourage a buoyant local economy that is supported by physical and digital infrastructure. High standards of design will create places of quality where residents can lead healthy, happy lives.

To achieve this, the Local Plan has established a suite of policies which collectively aim to make Teignbridge a more sustainable place for all. The policies contained within this plan, and the saved policies of the Local Plan 2013-2033 (until superseded by the Local Plan Part 2: 2020-2040) are underpinned by the following strategic objectives: Part 1 of the Local Plan updates and introduces new policies to ensure that these strategic objectives can be secured by managing how new development and change of use takes place.



Reading this Plan

This plan sets out options for where different types of development might be located in Teignbridge between 2020 and 2040. The information included within the plan:

- Shows you all of the development options which are available for public comment;
- Provides information about each of the different options;

All of the options included within this plan have been informed by a robust assessment process. In getting to this stage, we have looked at:

- Physical constraints at both settlement and site level (e.g. access, flood risk, topography, minerals, protected wildlife sites, health and safety issues, contamination, presence of trees, heritage, landscape etc.);
- Opportunities to maximise development on brownfield sites;
- The availability of land for development;
- The capacity of schools to accommodate new development and potential for new infrastructure to be delivered;
- The presence of legal covenants or multiple ownership arrangements which would make development so complex as to become unachievable;
- The impact of new development on climate change.

It is important to note that no decisions have been taken at this stage as to where development might take place. The purpose of this consultation is to seek views from the public on the general community's preferred options for development. In doing so, you are asked to comment on:

- Particular preferences for sites within individual settlements;
- Whether any particular site(s) could help to resolve or improve existing issues within a settlement;
- Whether any particular site(s) could increase existing issues within a settlement;
- Any local knowledge which would improve our understanding of a site option;
- Any private or community interests which would be adversely affected by development of a potential site option.

The plan is divided into 12 chapters as follows:

Chapter 2: Development Strategy

This chapter will look at how new development might be spread across the district over the next 20 years. It sets out how many homes are needed overall and how they are likely to be delivered.

Chapter 3: Housing Site Options - Urban Renewal Sites

This chapter presents potential site options for urban regeneration sites in Newton Abbot and Kingsteignton

Chapter 4: Housing Site Options - Heart of Teignbridge

This chapter presents all of the potential site options for new housing development in the Newton Abbot, Kingsteignton and Kingskerswell areas.

Chapter 5: Housing Site Options for Coastal Towns

This chapter presents all of the potential site options for new housing development in the coastal towns of Dawlish and Teignmouth.

Chapter 6: New Homes - Site Options for Rural Towns

This chapter presents all of the potential site options for new housing development in the rural towns of Bovey Tracey, Chudleigh and Ashburton.

Chapter 7: Housing Site Options for the Edge of Exeter

This chapter presents all of the potential site options for new housing development on the edge of Exeter.

Chapter 8: Housing sites for villages

This chapter presents all of the potential site options for new housing development in the villages. It is split into two sections, with villages A - E in Chapter 8.1 and F - Z in Chapter 8.2.

Chapter 9: New Employment Areas - Site Options

This chapter presents all of the potential site options for new employment development in the district.

Chapter 10: Gypsy and Traveller Pitch Provision

This chapter explains the need to identify additional provision for Gypsy and Traveller pitches within the Local Plan. However, assessments so far have not been able to identify any sites which are suitable, developable and available. We are therefore asking for anyone with land that they wish to make available for Gypsy and Traveller pitches to submit their land to us for consideration.

Chapter 11: Low Carbon Energy Generation - Resource Potential and Allocation Options

This chapter looks at how much low carbon energy we will need to produce to meet the districts future energy demand. It presents options for how much low carbon energy we might want to provide (targets), what type of technology we want to promote, and broad areas of search for where new low carbon energy generation facilities might be provided.

Chapter 12: Secondary School options in Newton Abbot

This chapter considers options for a new secondary school in Newton Abbot which is likely to be required within the next 10 years.

About this Consultation

This is the third stage of consultation on the Local Plan. An Issues paper was published in May 2018 for an 8 week period as the first stage of consultation. During this time, various events were held across the district and we welcomed over 850 members of the public through our doors to discuss the plan with them. We received 144 formal responses to the consultation and have looked at all of these whilst putting together the next stages of the plan.

In March 2020, Part 1 of the Draft Local Plan was published as the second stage of consultation. Part 1 set out the policies which are proposed to be used to make decisions on planning applications.

This document comprises the third stage of consultation: Part 2 of the Draft Local Plan. It contains site options for where land for new homes, employment sites, gypsy and traveller pitches, and renewable energy generation facilities may be allocated.

How can I comment on the Plan?

Comments can be made using the relevant links on the Local Plan Review webpage www.teignbridge.gov.uk/localplanreview or in writing by email or post. We can only accept comments in writing.

We welcome comments from anyone and everyone who wants to get involved in how future development is managed in Teignbridge. We want to hear from residents, community groups, visitors and businesses, as well as developers, national organisations and other organisations.

Where can I view the Draft Local Plan?

You can view the Draft Local Plan at:

- www.teignbridge.gov.uk/localplanreview

Paper copies of the plan and supporting documents will be made available at the following locations, subject to Coronavirus restrictions which are in place at the time of consultation:

- At Parish and Town Council Offices
- Libraries
- Teignbridge District Council Offices, Forde House, Brunel Road, Newton Abbot

Chapter 2: Development Strategy

What is our development strategy?

The term 'Development Strategy' refers to the way in which new development will be spread out across Teignbridge over the next 20 years.

The current Local Plan focuses new development in six broad locations: the Heart of Teignbridge (comprising Newton Abbot, Kingsteignton and Kingskerswell); South West Exeter, Teignmouth, Dawlish, Bovey Tracey and Chudleigh. The core principle behind this pattern of development is to co-locate new homes with job opportunities, services and public transport links.

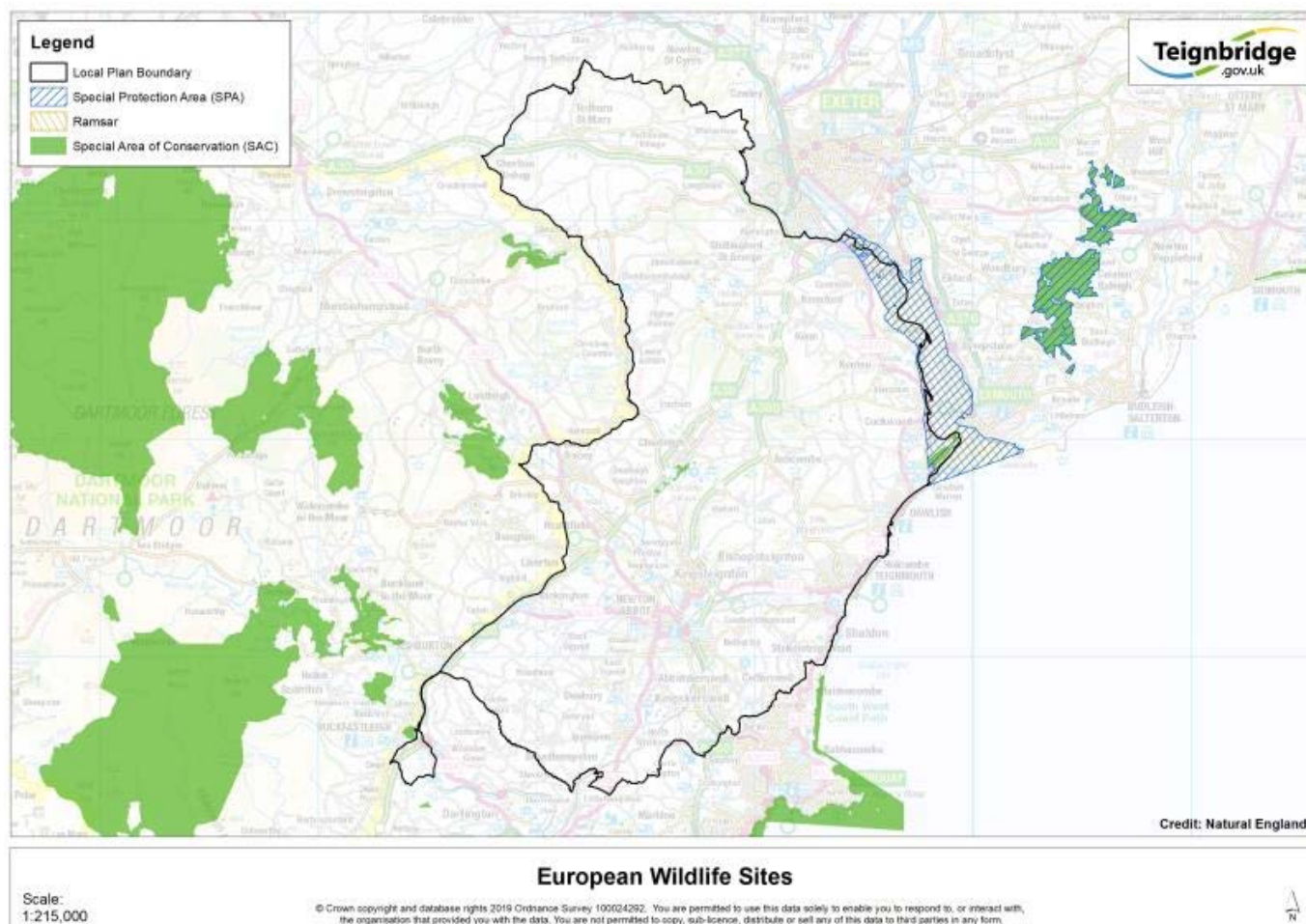
This core principle continues to remain one of the most important aspects to consider when planning for new development. Not only does it secure better access to key facilities for new residents, but it minimises overall car use which can have significant benefits in helping to address the impacts of climate change.

In Teignbridge, carbon emissions are dominated by transport which comprise 43% of all emissions (Source CEE 2021). The relatively high proportion of transport emissions in Teignbridge are a consequence of the busy trunk roads running through the district including the A30 to Okehampton and beyond, the A38 to Exeter/Plymouth and the A380 and A385 to Torbay. This combines with many Teignbridge residents working outside the district in Exeter, Torbay and Plymouth to generate high traffic volumes and associated greenhouse gas emissions. Reducing transport emissions is therefore a priority for the district.

Work undertaken for Teignbridge Council by the Centre for Energy and the Environment at the University of Exeter showed that location is the single most important factor in determining potential emissions arising from new development. For existing allocations, the location with the lowest baseline emissions was NA3 Wolborough (Newton Abbot) at 1.5 tCO₂/person per annum and the location with the highest emissions modelled was BT3 Challabrook (Bovey Tracey) at 2.7 tCO₂/person. In general, transport emissions were found to be lower when development was closer to existing major urban areas. This reinforces the importance of ensuring that any future development strategy for Teignbridge tries to maximise the co-location of homes and services.

However, there are other issues to also consider which influence where development can and should take place and we need to look at these to ensure that we benefit as many people as possible, as well as protect our very special environment. These include:

- The need to ensure the highest level of protection for our international wildlife sites, both within our district and those likely to be affected by development within Teignbridge. In particular, these are the South Hams Special Area of Conservation, the Exe Estuary Special Protection Area, the Dawlish Warren Special Area of Conservation, the Dartmoor Special Area of Conservation and the Torbay and Lyme Bay Special Area of Conservation.
- The availability of developable land for new development. Increasingly, potential development sites are becoming more and more constrained by their physical attributes and/or increasing distance away from town centres. This means that it isn't always possible to locate new development in a particular settlement which might otherwise appear to be a good, sustainable location;
 - The capacity of existing or planned infrastructure to support new development. In many cases, new development may be able to fund new or improvements to infrastructure to accommodate new homes and even improve access for existing residents. However, there are instances where this isn't possible: for example, this could be because the amount of



development achievable would be too small to fund new infrastructure, or simply because there isn't sufficient physical space for improvements to be made.

- The need to support our rural communities as much as our urban communities, and ensure that the significant amount of residents who live outside our main towns have as much sustainable access as possible to everyday services and facilities. This not only addresses issues of rural deprivation and service accessibility, but also helps to support rural schools, shops and businesses which rely on local patronage. The more services that can be provided in rural areas, the greater the opportunities are for our communities living in these areas to access day to day services by foot, bike or public transport and therefore help to reduce overall levels of car use and transport based carbon emissions in the district.
- The need to meet localised housing needs and issues elsewhere in the district other than the main towns. High property values in the rural areas have created rural affordability issues, reducing people's social mobility and their choices in being able to live near to their families, other support units, or more rural places of work.
- The need to secure a larger number of smaller development sites to help diversify the housing market (including for custom builders) and to satisfy the national policy requirement of having at least 10% of our housing supply on sites of 1ha or less.

All of these issues have been looked at by considering different scenarios for distributing new development around the district. In total, 8 scenarios were considered:

1. Business as usual (i.e. the current Local Plan strategy)
2. Town centre intensification
3. Mainly rural distribution

4. Proportionate growth of all settlement
5. Areas with greatest public transport infrastructure
6. Areas with access to greatest employment opportunities
7. Development away from international wildlife sites
8. Market led

These 8 scenarios have been considered through the Sustainability Appraisal (which is available at www.teignbridge.gov.uk/localplanreview) which accompanies this Draft Plan. Based on these appraisals, it is clear that there is potential for both negative and positive impacts under each scenario. There is no single scenario which is not without risk. However, it is possible to combine elements of different scenarios to achieve a pattern of development which makes the most of the best opportunities associated with development, and seeks to avoid or minimise aspects of development which have the potential for significant negative effects. As such, it is recommended that a hybrid scenario is proposed which combines the following:

- maximises the use of brownfield land as per Scenario 2 to ensure that development of greenfield sites is minimised thus helping to protect land resources, and co-locate people, jobs, services and sustainable travel links as much as possible;
- focuses the majority of development in the largest settlements of the district (as per scenario 1) where new residents benefit from the greatest access to healthcare, education, shops, sustainable transport links and other essential services. This will enable better social and economic wellbeing, as well as have the biggest impact on mitigating for climate change impacts;
- enables proportional growth of the defined rural villages (i.e. those with at least a basic level of service provision) as per scenario 4. This will provide important local opportunities for housing and support the provision of neighbourhood facilities without overburdening them. It also opens up more sites and locations for consideration, meaning that the pressure to find land on sensitive sites around the larger settlements is reduced, thus helping to minimise potential negative effects on very sensitive environments.

Where might new development be located?

By following the principles set out above, this plan proposes that new development in Teignbridge takes place in the following locations:

- | | |
|---|--------------------|
| • Heart of Teignbridge (comprising Newton Abbot, Kingsteignton and Kingskerswell) | • Denbury |
| • Edge of Exeter | • Doddiscombsleigh |
| • Dawlish | • East Ogwell |
| • Teignmouth | • Exminster |
| • Bovey Tracey | • Ide |
| • Ashburton | • Ipplepen |
| • Abbotskerswell | • Kennford |
| • Bishopsteignton | • Kenton |
| • Broadhempston | • Liverton |
| • Buckfastleigh | • Shaldon |
| • Chudleigh Knighton | • Starcross |
| • Cockwood, Middlewood and Westwood | • Stokeinteignhead |
| | • Tedburn St Mary |

Despite currently having settlement limits, we are proposing that no allocations are made in the following settlements. There are therefore no site options being consulted on for development in these locations:

Chudleigh

Through our assessments of potential site options and local infrastructure capacity, it has become evident that Chudleigh has limited potential for additional development. This is largely due to three main reasons:

1. The town lies within the South Hams SAC Sustenance Zone for Greater Horseshoe Bats (GHBs), and much of the land surrounding the town is functionally linked to this designation. Chudleigh Rocks, which lies directly south of the town, is a designated roost for GHBs, forming one of the Sites of Special Scientific Interest for which the SAC is designated. This makes finding developable sites which will not have a significant adverse impact on the SAC very difficult and limits options in the town.
2. Only 1 site has been identified as having potential for development for between 84-126 homes but this site is detached from the built up area of the town. Even if land between this site and the town was available for development, it would not overcome reason 3 (below).
3. There is very little existing capacity within the primary school and nothing can be reasonably done to increase capacity within the campus. The school is therefore not capable of accommodating any additional development in the town other than minor infill. Unless development in the region of 1000+ homes was proposed, it is highly unlikely that funding a new school site would be feasible. Given the ecology and site option constraints, as well the existing size and service provision of the town, it is not considered that this scale of development is either achievable or appropriate in Chudleigh.

Bickington

Bickington is included within the Adopted Local Plan as a 'defined settlement'. A 'defined settlement' is a settlement within Teignbridge which has at least a basic level of services including either a school or shop. All defined settlements have a settlement limit. Because of their basic level of service provision, residents are able to access at least some daily services without having to use the private car. This helps to reduce the impact of any new development on climate change, as well as promote a more sustainable way of living for residents. All of the settlements listed above satisfy the criteria of having at least a school or shop. However, Bickington does not meet the same criteria. Whilst the shops at Trago Mills and Blackpool School in Liverton could be reached within a 25-30 minute walk (c. 2.8km), there are no safe, dedicated, level routes and the likelihood is that most people would therefore use their car to access these basic services. It is therefore proposed to remove Bickington from the list of defined settlements and to not allocate any new development here.

What types of development do we need?

The Local Plan has to set out how the development needs of the district will be met over the next 20 years. This means finding sufficient land to accommodate enough new homes, space for employment, and Gypsy and Traveller pitches. We also need to ensure that we have the right infrastructure in place to support these growing needs, and make provision for new facilities where they are required.

One of the biggest challenges we also are facing during the lifetime of this plan is the climate emergency and the need to meet the significant rise in electricity demand that will arise from the move away from using fossil fuels to supply power for homes and vehicles. As such, we are also looking to make land available within the Local Plan for renewable energy provision that will help towards decarbonising the national grid.

The following chapters explain the requirements for each of these uses in more detail and presents options for where these could be located within individual settlements. We welcome your comments on all of these proposals.

How much housing development is required?

The amount of housing we need to plan for is determined by the nationally set 'standard method' formula. This is a formula based on how many new households are likely to require homes in the next 10 years and how affordable housing is within the district. The less affordable homes are, the more homes we are tasked with building. This is to help provide more opportunities for people struggling to access housing, as well as attempt to reduce the gap between house prices and local wages by creating a better balance between the demand and supply of new homes.



Why do we need more homes?

Rapidly increasing elderly population:

As our population grows older, we need homes that people can live in independently for longer. By 2039:

- 1 in 3 Teignbridge residents will be 65 years or older
- 1 in 8 will be aged over 80

Growing population:

Our population is growing - between 2011 and 2018, Teignbridge's population rose by around 8,500 people....and is projected to keep on rising.

Pent up demand:

For years we have not been building enough homes to meet housing demand.

High house prices putting homes out of reach for many local people:

House prices are more than 10 times the average household salary. Over 1,000 people in the district are in need of an affordable home to rent or buy.

Smaller households:

More people are living alone – meaning we have to build more houses for the same amount of people.

The standard method for Teignbridge generates a housing requirement of 751 homes per year. This figure could change upwards or downwards over the next couple of years while we prepare our plan because it is updated every year when new datasets on household projections and the local affordability of homes are published. Our housing requirement will not be 'locked in' until we submit the plan for examination which we hope to do in January 2023.

Until then, we will work on the basis that we need to ensure there is sufficient land to provide 751 homes per year for the next 20 years. Our housing requirement for the plan is therefore 15,020 homes.

However, we already have a lot of homes which are already planned for through the existing Local Plan (2013-33). There are therefore just over 8,000 homes already allocated.

We can also take windfall development (i.e. unplanned development) into consideration. We regularly achieve a level of windfall development of around 130 homes a year and our evidence suggests that this is likely to be sustained in the future. As such, we propose to include a windfall allowance of 2,600 homes over the plan period.

The National Planning Policy Framework places a requirement on Local Authorities to not only identify sufficient sites to meet our housing needs, but to also ensure that they are delivered. The Government has recently introduced penalties through the annual 'Housing Delivery Test' for authorities which are failing to do this. At its most extreme, failure to deliver sufficient homes can lead to an authority not being able to use their Local Plan for making decisions on applications, leaving it to the market and national policy to determine where new development will be located.

To help 'buffer' against this, Local Authorities are asked to plan for between 5% and 20% additional homes. The lower 5% buffer can be applied where authorities have a good track record in delivery and the 20% will be applied where authorities have consistently struggled to meet targets. At this early stage of plan preparation, we are proposing to factor in a 20% buffer so that we ensure there is sufficient headroom for site options to be explored, and to ensure that we have the necessary sites in place should we require the 20% buffer at the time of an examination. If we only require a 5% buffer then our overall housing number will be revised downwards when we submit the plan. Applying the 20% buffer means that our housing requirement for the next 20 years is 18,240 homes.

Our housing requirement is therefore as follows:

- A. Housing requirement (annual) = 751
- B. Housing requirement 2020-2040 = 15,020
- C. +5% buffer (B+5%) = 15,771
- D. +20% buffer (B+20%) = 18,024
- E. Existing commitments = 8,152
- F. Projected windfall 2020-2040 = 2,600
- G. Shortfall with 5% buffer (C-(E+F)) = 5,019
- H. Shortfall with 20% buffer (D-(E+F)) = 7,272

In summary, we need to find land for 7,272 homes in the new Local Plan.

In this consultation, it is proposed that this is distributed across the district as follows:

- Heart of Teignbridge: 40% (c. 2,920 homes)
- Edge of Exeter: 24% (c. 1,800 homes)
- Dawlish: 14% (c. 1000 homes)
- Teignmouth: 1% (c. 100 homes)
- Bovey Tracey: 3.5% (c. 250 homes)
- Ashburton: 3.5% (c. 250 homes)
- Villages: 14% (c. 960 homes)

This distribution is based on the following criteria:

- The overarching principles for where development should take place (i.e. as set out in 'What is our development strategy?');
- The level of services, employment opportunities, main road networks and public transport opportunities available within individual settlements;
- Education capacity;
- Settlement-wide constraints (e.g. topography, access, landscape, ecology); and
- Theoretical site capacity (i.e. how much land is available, suitable and achievable for development).
- Various options for development sites within each of these locations are proposed in Chapters 3-8.

Please note that this is a Draft Plan consultation and therefore the broad distribution of development which is proposed above is likely to change as a result of feedback from the public, further detailed work on specific site options, and any issues raised by statutory consultees or other key stakeholders.

It should also be noted that there are more sites proposed in this plan than those we need to allocate. This is so that there is more choice available to enable us to pick the most suitable sites for allocation.

How much employment development is required?

We want to build a strong, sustainable and resilient local economy for Teignbridge. Our 2021 Jobs Plan will have 4 missions:

1. Transform town centres
2. Help businesses to start and grow
3. Improve connectivity and access to markets
4. Modernise the visitor economy.

The Local Plan will support these missions in 2 ways:

- Firstly, it will include a suite of policies to support the economy. Draft policies were previously consulted on in Part 1 of the Draft Plan in March 2020 and included supporting new business development, resisting the loss of existing employment land, requiring investment in the local workforce and securing high speed digital networks.
- Secondly, it will allocate sites for new employment development, to ensure that there is sufficient land available for new businesses to start up, and for existing businesses to relocate to if they wish to expand or develop more fit for purpose premises.

In 2017, an Economic Development Needs Assessment was carried out by Hardisty Jones on behalf of Exeter City, East Devon, Mid Devon and Teignbridge Councils to identify what the main economic needs of this 'functional economic area' are likely to be up to 2040. It noted the following:

- There is a very good balance of jobs to people (92 jobs per 100 working age people in 2017, compared to a national figure of 83 per 100).
- Wages are below the national average. The 2017 estimated median full time wage was £26,281 in the functional economic area, whereas in England and Wales the figure was £28,933.
- The Heart of the South West Local Enterprise Partnership's 'Productivity Strategy' has a target to double the size of the economy. This will be partially related to the jobs growth target, but a significant element of achieving this will be through increased productivity. Productivity is the key to delivering better wages, better jobs, stronger businesses, better public services and a fantastic place for people and businesses to live and work.
- The main levers to improve productivity are considered to be: improved housing affordability which improves labour mobility and access to skilled workers by local firms, including the retention of young talented people within the area; expansion of key high productivity economic sectors; and improved training, skills and education.
- Economic growth aspirations in Teignbridge focus on growing successful local businesses and providing a good range of jobs. This is particularly the case for smaller businesses because of the greater resilience that a diverse business base has in any future economic downturn. There is also a focus on providing town centre business incubation units, viable and attractive town centres, and more sustainable transport options.
- Forecasts for the functional economic area predicted a growth of between 1,400 and 1,700 new jobs from 2015-2040 with the main growth expected in the sectors of: construction; accommodation and food services; business services; and health.
- Affordable access to new employment land and buildings needs to be enabled through the allocation of new employment sites;
- There is a continued need to deliver employment land for business, industry, manufacturing and warehousing uses. Whilst a large amount of this need is already accounted for in allocations, it is evident that the delivery of these sites is not straightforward. As such, the amount of employment land needed is driven by more factors than just future projected employment growth.

What else is driving demand for employment land?

- There is a need to replace employment space as it becomes outdated and no longer fit-for-purpose. This is an important factor in the manufacturing sector, where employment is declining, but there is still a healthy demand for new workspace;
- Some replacement of employment developments will take place on existing sites which are re-used, but other development will need to take place on new employment sites;
- An allowance for choice and flexibility must be made, ensuring that businesses have a choice of possible properties to meet their needs, and that there is sufficient flexibility in the employment property stock to allow businesses to upgrade or downgrade their requirement dependent on their particular circumstances;
- The delivery of existing employment allocations has not been straightforward, with some sites as yet not being commercially viable to deliver (e.g. due to high associated infrastructure costs). This requires Teignbridge to review the feasibility of existing allocations.
- A number of existing employment areas within Newton Abbot and Kingsteignton are being considered for repurposing to bring about new residential or mixed use neighbourhoods, and some of those existing businesses may not be suitable to be retained in the same location as high quality urban residences.

However, since this evidence was commissioned, there have been two significant events which have affected the economy: Brexit and the Covid-19 pandemic. The timescales for preparing this Draft Plan have not allowed sufficient time to consider the impact of these macro events. As such, we will review the evidence over the next year to ensure that capacity forecasts for new employment land are properly reflected in the Local Plan, and that we have the right policies in place to support our economy.

In the meantime, we know from local commercial agents and from our own enquiries to the Economic Development team that a high level of demand for new employment space remains, despite the recent knocks to the economy. This is encouraging and we want to make sure that we consult on options for future employment sites at the earliest opportunity to give everyone the opportunity to comment. We are unlikely to need all of the sites that are proposed and will only progress the options that are the most commercially viable, accessible and sustainable.

Chapter 9 sets out the options for potential future employment sites in Teignbridge.

How have housing and employment sites been chosen?

In 2017 and 2018, two 'call for sites' took place. Each of these invited land owners or site promoters to submit their land to us to be considered as future development sites. In response to these calls, we received over 300 sites. Each of these have been rigorously assessed to determine whether they are physically capable of accommodating new development. By physically capable, we mean that there are no issues on the site - such as flooding, steep slopes, ancient woodland, or ecology constraints - that cannot be overcome by either design or mitigation.

All of the sites assessed are included within the Housing and Economic Land Availability Assessment (HELAA) (which is available at www.teignbridge.gov.uk/localplanreview). This assessment involved detailed officer assessments followed by the independent scrutiny of a stakeholder panel including planning specialists (such as drainage officers and highways officers), representatives from the development industry, and Elected Members.

The HELAA process discounted a significant number of sites on the basis of issues identified, leaving around 100 sites to be put forward as site options in this Draft Plan. The site options set out for the villages below show only those which have successfully been through the HELAA process and are considered to be feasible options for future development. However, each site will still have some constraints that would need to be overcome to make development acceptable. These details are set out under each site option heading in the Chapters 3-9.

How much Gypsy and Traveller provision is required?

The existing Local Plan allocated a total of 70 pitches for gypsies and travellers for the period of 2013-2033. Of these, 48 pitches have been provided. There is therefore a balance of 22 pitches to be provided for which will largely be met either on or off site as part of the delivery of the NA1 allocated site in Newton Abbot.

The need for new Gypsy and Traveller pitches to be provided in Teignbridge continues to remain and the new Local Plan will not only need to plan for an additional 7 years worth of supply, but will also need to take account of any more up to date evidence that identifies additional pitch requirements.

Work has therefore been commissioned to identify the current and future needs of travellers and gypsies, and those of travelling showpeople. This will include an assessment of the number of additional pitches required up to 2040, and will assess whether these are for permanent, transit or stopping sites. It will also identify whether affordable pitches are needed as well as private pitches. This work is not yet complete, but will inform the number and type of pitches that will be allocated in the Proposed Submission version of the Teignbridge Local Plan 2020-2040, which is due to be published for consultation and public comment in Summer 2022.

How much renewable energy provision is required?

The Council has identified that transitioning to a carbon neutral future should sit at the heart of our new Local Plan. As such, steps will be taken through this plan to ensure that future growth and development in the district is managed in a way which significantly reduces both production and consumption emissions. There are 3 key ways in which the Local Plan can support this:

- By increasing the supply of locally generated renewable and low carbon energy by having supportive policies and by allocating land for wind and solar photo voltaic (pv) development.
- By setting policies which tackle the use of energy and efficiency of new buildings. Part 1 of the Draft Local Plan proposed a set of policies to do this, ranging from the need to for applicants of new build premises to provide carbon statements demonstrating how their development would be carbon neutral, to requiring electric vehicle charging points and other sustainable travel measures within new developments.
- By co-locating the majority of new development with existing job opportunities, services and public transport hubs. This minimises overall car use which can have significant benefits in helping to reduce emissions and pollution.

Increasing the use and supply of local renewable and low carbon energy in Teignbridge

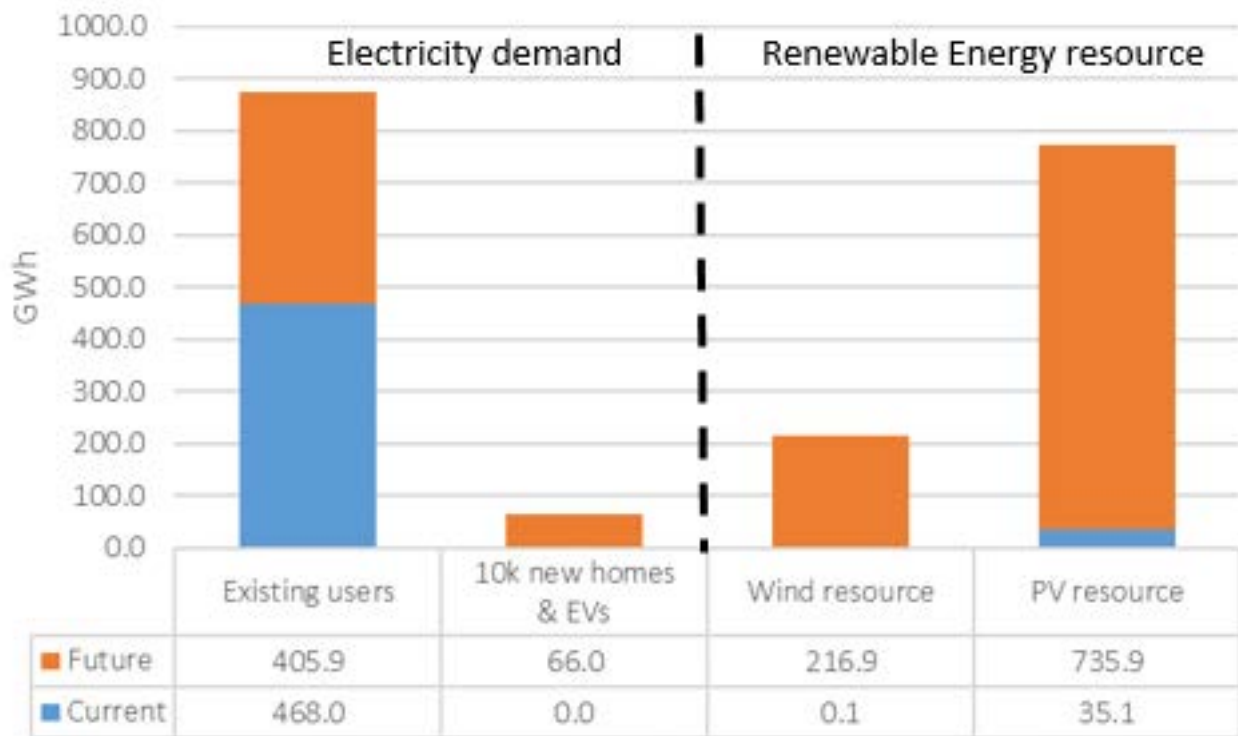
National policy requires us to increase the use and supply of renewable and low carbon energy and heat. We are required to maximise the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts), consider identifying suitable areas for renewable and low carbon energy sources, and identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

Recent evidence undertaken on behalf of the Council by the Centre for Energy and Environment at the University of Exeter has looked at how much energy demand is likely to be generated by new and existing Teignbridge residents and the potential for renewable and low carbon energy provision in the district. This Low Carbon Evidence Base report is available from www.teignbridge.gov.uk/planning/local-plans-and-policy/evidence-facts-and-infrastructure/environment.

Over the next 20 years, electricity demand in the district from existing residents alone is due to double as the demand for powering homes, buildings and vehicles shifts away from fossil fuels

and to electricity. New development is forecast to have only a marginal impact in comparison to what is already required from the existing population.

The study compared this to the amount of low carbon and renewable energy potential we have in the district and hence what our ability is to meet our own needs. It identified wind and solar pv as the only feasible technologies that can be deployed at the necessary scale and require specific policies within the new Local Plan. If we were to use all of the potential wind and solar pv sites it identified in the district, we could meet nearly all of our own electricity demand.



Meeting the demand for new development alone would require a significant amount of land to be made available for wind and/or solar pv. Meeting the demand arising from the whole district would be very challenging:

- circa 337 ha of land for wind to power 10,000 new homes and 10,000 electric vehicles
- circa 161 ha of land for solar pv to power 10,000 new homes and 10,000 electric vehicles

In reality, it is unlikely that all of the district's potential resource can be used due to:

- the location of some sites being too far away from the Western Power Distribution network to make it feasible;
- radar and communication corridors required by Exeter Airport, the military, and civil communication needs;
- cumulative landscape impacts (in highly sensitive areas);
- heritage impacts.

Nevertheless, in line with the Council's ambition to become carbon neutral as soon as possible, this Draft Plan proposes to maximise the amount of low carbon and renewable energy generation in the district.

Chapter 11 provides more information about the broad strategy and how sites will be identified in time for a summer 2022 consultation.

Chapter 3: Urban Renewal Site Options

Urban Renewal Sites - Overview

The Council wishes to maximise development on brownfield and previously developed land opportunities. To support this objective an assessment of potential areas for urban renewal was carried out. This has identified 10 areas which will require further analysis and consideration. Regeneration of sites in Newton Abbot and Kingsteignton with a mix of housing and other land uses could be a big benefit resulting from the Newton Abbot Garden Town proposals.

The 10 urban renewal areas identified already contain a wide range of existing users and owners. Their inclusion in this draft plan provides an opportunity for a discussion about the future of these areas. As we move forward Teignbridge will engage with existing residents and businesses.

Brunel Industrial Estate

Traditional industrial estate in the centre of Newton Abbot, adjacent to the railway station, it is a large area of previously developed land containing a wide range of existing and viable businesses.

Site size: Total size 33 hectares, of which approximately 10 hectares is developable (omitting land in Flood Zone 3).

Indicative number of homes: 300 - 600 homes

Opportunities

Sustainable Travel: The site is well served by high frequency bus routes, mainline railway services, and a number of cycle routes including NCR2 and NCR28 which provide links to the Kingsteignton, Bovey Tracey, Torbay and other settlements. There is an opportunity to create a new public footbridge crossing from Forde Road to Station Road.

Potential for mixed uses: Given the size of the site it is likely to be suitable for mixed residential and commercial uses.

Green space: The site already benefits from the parkland of Old Forde House and has the potential to enhance the existing network of green infrastructure, including landscaping, play spaces, biodiversity offsetting, tree planting and natural green space.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features on the periphery of the site. Within the brownfield site, trees and other small areas of habitat will need to be surveyed and retained where possible.

Heritage: Old Forde House is a Grade I Listed Building. There are also listed buildings at nearby Courtenay Park and Tuckers Maltings.

Flood risk: Of the total 30 ha site area, approximately 20 ha lies within Flood Zone 3 (high flood risk). The 10 ha area at least risk of flooding is in the southwest corner near the supermarket and railway station.

Education: Requirement for additional educational capacity in Newton Abbot.

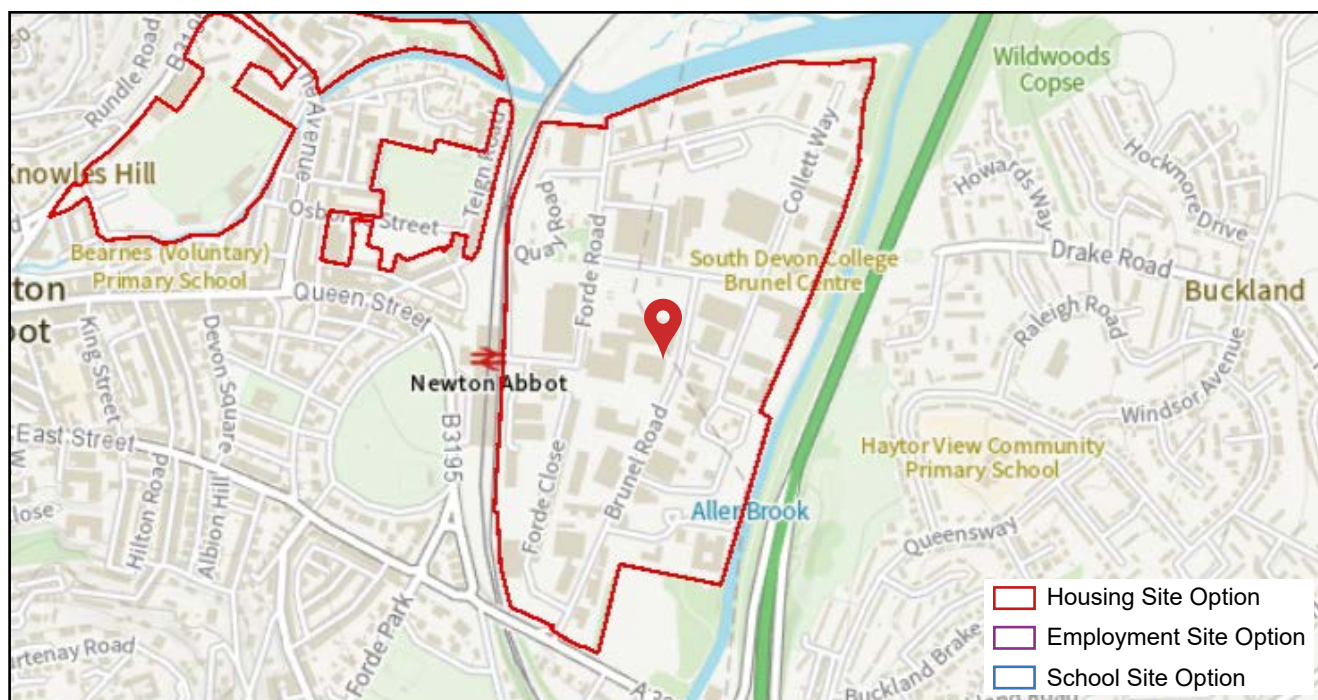
Amenity of Existing Residents: There are a small number of existing homes. Proposals will need to be carefully considered and maximise the potential benefits for existing residents.

Air Quality: Close to the Newton Abbot Air Quality Management Area.

Site Requirements

- Carbon neutral development
- Allocation of businesses to suitable new premises
- Land decontamination

- Mitigation measures to minimise flood risk
- Electric vehicle charging infrastructure
- Retention of the existing trees
- Green infrastructure and wildlife buffers
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Measures to ensure development would not cause deterioration to the River Teign or Aller Brook
- Working with multiple owners to bring the site forward
- Improved pedestrian and cycling links between the town and the site
- Affordable housing
- Adaptable and accessible housing



Cattlemarket

A town centre brownfield site between Market Street and Halcyon Road including the Cattlemarket. The site includes the multi-storey car park, although this is not proposed to be redeveloped.

Site size: Total size 1.1 hectares, of which approximately 0.7 hectares are developable (omitting land in Flood Zone 3).

Indicative number of homes: 25 - 50 homes

Opportunities

Sustainable Travel: The site lies adjacent to the Newton Abbot bus station area which offers extensive bus services to many locations. A cycle route passes the site and connects to the wider network. The railway station is 1km from the site.

Sensitivities

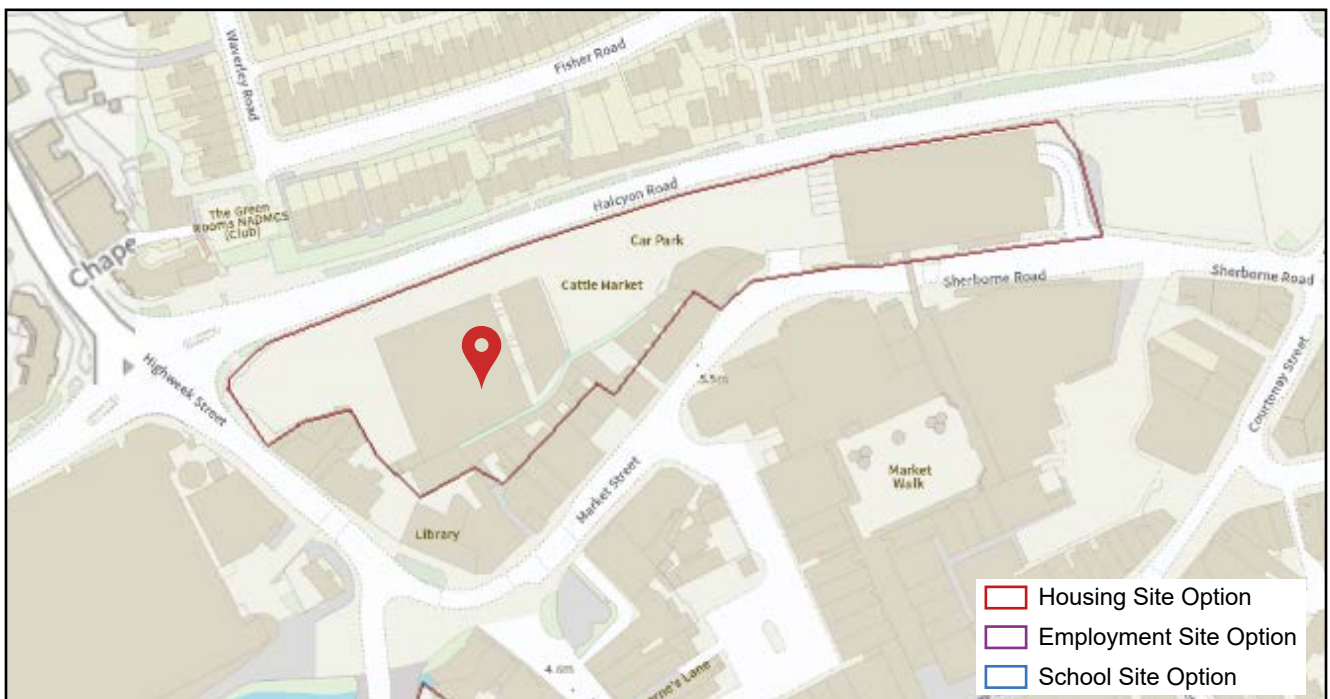
Heritage: This area contains several designated heritage assets in the form of listed buildings, including the Passmore Edwards Library, that positively contribute to the town's streetscape. Any development here should respect and enhance these elements of the historic town's streetscape.

Education: Requirement for additional educational capacity in Newton Abbot.

Air Quality: Within the Newton Abbot Air Quality Management Area.

Site Requirements:

- Carbon neutral development
- Land decontamination
- Mitigation measures to minimise flood risk
- High quality designed scheme for this prominent location
- Investigate options to improve the appearance of the multi-storey car park
- Ground level or basement car parking with electric vehicle charging infrastructure
- Consider opportunities for creation of public spaces and retention of existing trees
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation measures
- Working with multiple owners to bring the site forward
- Improved pedestrian and cycling links through the site
- Affordable housing
- Adaptable and accessible housing



Cricketfield Area

Town centre site including brownfield land, including Cricketfield car park, the Newton Abbot Recreation ground (including cricket ground, football pitch and social club), and other mixed uses including car show rooms, Newton Abbot Fire Station and the Courtenay Centre community facility.

Site Size: Total size 6.3 hectares, of which approximately 4.2 hectares are developable.

Indicative number of homes: 150 - 250

Opportunities

Sustainable Travel: The site is close to a wide range of cycle, bus and rail services.

Leisure: The site may have the capacity to accommodate a new replacement Leisure Centre. Replacement of the existing sports facilities and recreation club elsewhere would provide new facilities.

Sensitivities

Ecology: The river Lemon functions as a wildlife corridor and lighting controls will be needed to keep it dark. Trees and hedges should be retained and, where possible, the tree / vegetation

cover adjacent to the Lemon should be increased.

Flooding: The site is within the flood zone and a range of mitigation measures are likely to be needed.

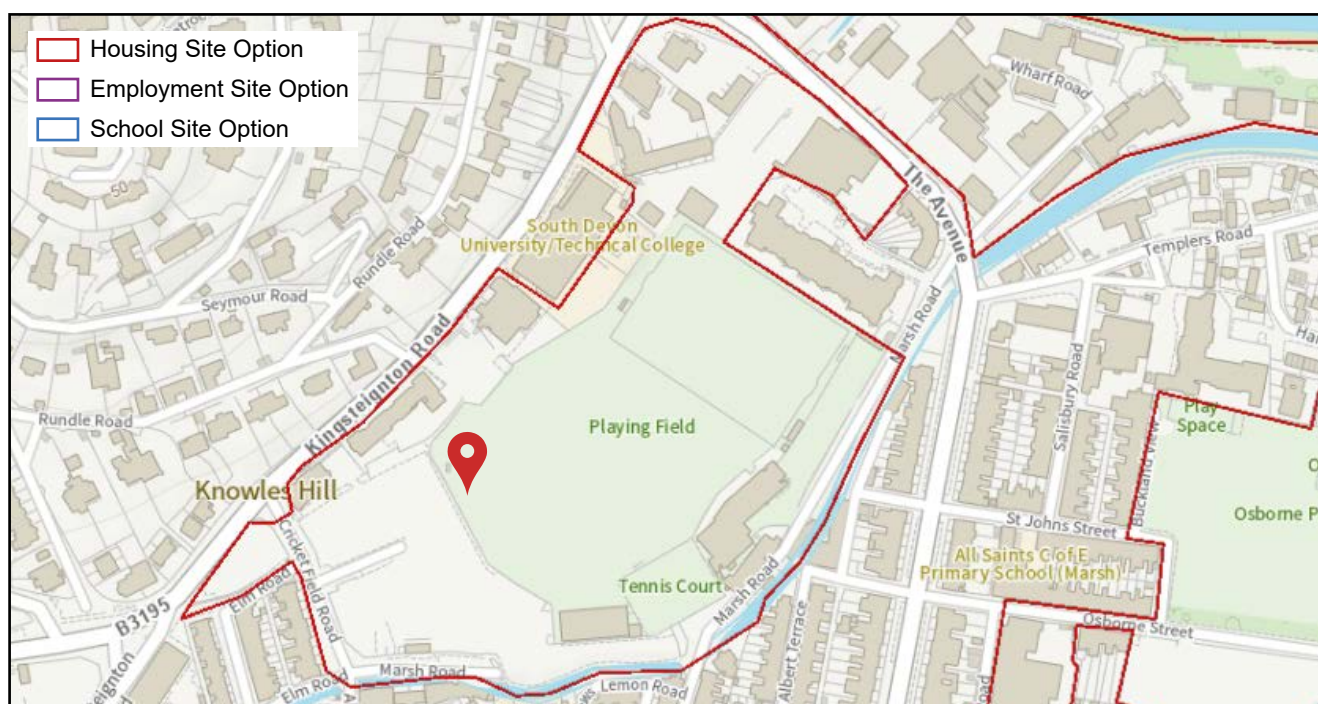
Education: Requirement for additional education capacity.

Air Quality: The site is within the Newton Abbot Air Quality Management Area.

Potential loss of Car Parking: 341 spaces close to the town centre.

Site Requirements

- Carbon neutral development
- Replacement sports and leisure facilities
- Land decontamination
- Mitigation measures to minimise flood risk
- High quality designed scheme for this prominent location
- Ground level or basement car parking with electric vehicle charging infrastructure
- Consider opportunities for creation of public spaces and retention of existing trees
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation measures.
- Working with multiple owners to bring the site forward
- Improved pedestrian and cycling links through the site
- Affordable housing
- Adaptable and accessible housing



Highweek Way

Small brownfield site in the heart of Newton Abbot, adjacent to Wolborough Way and Courtenay Street. The site is currently vacant. Planning permission for 38 apartments was granted but not constructed.

Site size: Total size 0.3 hectares, of which approximately 0.14 hectares is developable.

Indicative number of homes: 15 - 38

Opportunities

Sustainable Travel: The site is close to a number of high frequency bus and rail services and good cycle links.

Quality of place: Redevelopment of this long vacant site provides the opportunity to improve the urban design and look of this important town centre location.

Sensitivities

Heritage: The site is adjacent to the Wolborough Street conservation area. This area lies within the medieval core of Newton Abbot. Listed buildings are nearby.

Flood Risk: The site is within an area of high flood risk.

Air Quality: The site is within the Newton Abbot Air Quality Management Area.

Education: Requirement for additional education capacity.

Site Requirements

- Carbon neutral development
- Land decontamination
- Mitigation measures to minimise flood risk
- High quality designed scheme for this prominent location
- Consider opportunities for creation of public space and retention of existing trees
- Affordable housing if viable.
- Adaptable and accessible housing



Jetty Marsh and Wharf Road

Linear brownfield site alongside the Whitelake Channel, stretching from Newton Abbot Hospital past Balls Corner to Wharf Road. The area currently contains a mix of employment land uses, including industrial and retail, as well as scrub and green areas.

Site Size: Total size 11 hectares, of which 2.7 hectares is developable.

Indicative number of homes: 80 - 160

Opportunities

Sustainable Travel: The site is well located for access to a wide range of bus and rail services all within easy reach. The site has excellent cycle links including NCR2 to Bovey Tracey, and links to Kingsteignton and back into the town centre.

Sensitivities

Ecology: In the South Hams SAC Landscape Connectivity Zone. The wooded areas around Jetty Marsh roundabout, the steep slope habitats to the west of Jetty Marsh, and the scrub habitats east of the hospital are thought to be part of a Greater Horseshoe Bat flyway and may be used for foraging. The area around the Whitelake Channel is a County Wildlife Site. Retain and protect bankside trees and other vegetation.

Heritage: The site contains a listed clay cellar and a listed lock lies to the east of the site.

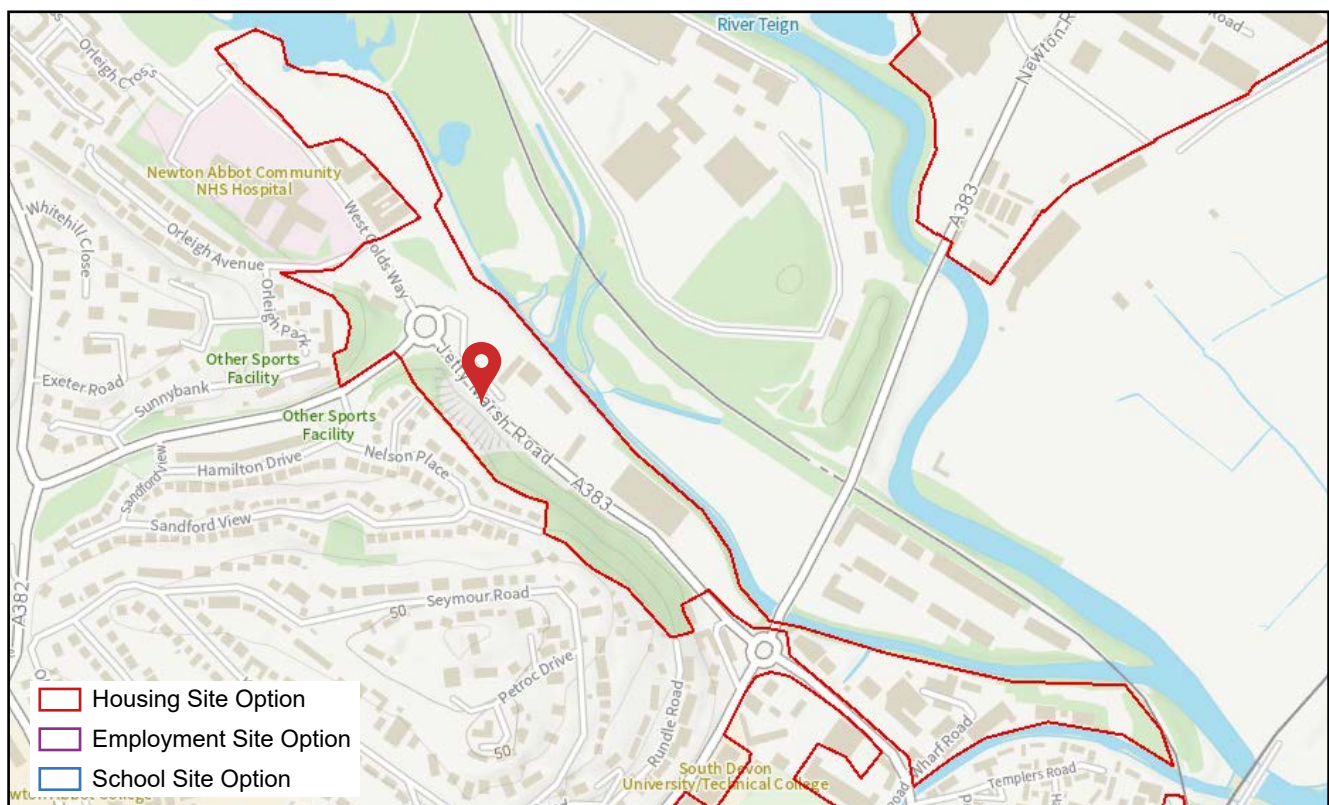
Air Quality: Largely within the Newton Abbot Air Quality Management Area.

Flood Risk: Significant areas are at high risk of flooding.

Road network and Balls Corner: The area is currently dominated by Jetty Marsh Road and Ball's Corner which has high volumes of traffic and congestion.

Site Requirements

- Carbon neutral development
- Relocation of existing businesses to suitable new premises
- Land decontamination
- Mitigation measures to minimise flood risk
- Electric vehicle charging infrastructure
- Retention of the existing trees
- Green infrastructure and wildlife buffers
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Measures to ensure development would not cause deterioration to the watercourses
- Working with multiple owners to bring developable areas forward
- Investigation of opportunities to reduce the dominance of the road and make pedestrian and cycling links to the town safer
- Affordable housing
- Adaptable and accessible housing



Kingsteignton Retail Park

Large brownfield site in Kingsteignton which currently accommodates a mix of employment and retail uses, and some residential. The area is dominated by roads and car parking. There may be potential for intensification of existing uses, particularly where residential development could be accommodated alongside or above commercial space.

Site size: Total site 22.5 hectares, of which 13.5 hectares is developable.

Indicative number of homes: 300 - 500

Opportunities

Improving sustainable transport opportunities: The site benefits from a good bus services and is 1.6km from the railway station. A segregated cycle route connects Kingsteignton to Newton Abbot via the rear of the Racecourse. Redevelopment of the broader site would provide the opportunity for improved bus routes, and safer / more direct cycle and walking routes.

Improving the quality of place: Redevelopment could provide an opportunity to improve the streets and buildings in this area, increase greening and tree planting, as well as providing a new mixed use residential quarter.

Sensitivities

Ecology: Within the South Hams SAC Landscape Connectivity Zone. Retain and protect the network of watercourses and bankside vegetation through the area. Avoid harm, including light spill and hydrology impacts, on the adjacent Hackney Marshes. Retain trees.

Heritage: A Grade II listed building lies at Clay Cellars, Pottery Road. The Kingsteignton conservation area lies to the north of the site.

Flood Risk: Entire site within Flood Zone 3 (high flood risk) due to the River Teign and Rydon Stream.

Air Quality: Largely within Air Quality Management Area.

Minerals: Whilst the site is not located within a Mineral Safeguarding Area, it should be born in mind that it is adjacent to an area with a long term planning permission for mineral extraction (Zitherixon).

Site Requirements

- Work with landowners to identify opportunities, and requirements for relocation of businesses to suitable new premises or redevelopment of buildings to accommodate a broader mix of homes and commercial uses
- Carbon neutral development
- Land decontamination
- Mitigation measures to minimise flood risk
- Car parking strategy
- Electric vehicle charging infrastructure
- Retention of the existing trees
- New green infrastructure including wildlife buffers
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation measures
- Improved pedestrian and cycling links between the site and the nearby town centres
- Affordable housing
- Adaptable and accessible housing



Newton Abbot Leisure Centre

Small brownfield site accommodating the existing leisure centre. This site would only be available if a new leisure centre was constructed elsewhere in the town. The site is adjacent to the existing secondary schools.

Site Size: Total size 0.7 hectares, all of which is developable.

Indicative number of homes: 25 - 50

Opportunities

Sustainable Travel: The site is well located for access to high frequency bus and rail services.

Education: The site may be suitably located for the provision of expanded secondary school facilities in Newton Abbot.

Flood risk: The site is in an area of low flood risk.

Sensitivities

Air quality: Within an Air Quality Management Area.

Heritage: There is a listed building south of the site on Highweek Road.

Site Requirements

- Carbon neutral development
- Land clearance and decontamination
- High quality designed scheme for this prominent location
- Electric vehicle charging infrastructure
- Retention of existing trees
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation measures.
- Affordable housing
- Adaptable and accessible housing



Newfoundland Way Area

Town centre brownfield site including a car park, Magistrate court and Police Station. The site lies on the south western edge of the town centre.

Site size: Total size 0.9 hectares, of which 0.7 hectares is developable.

Indicative number of homes: 35 - 70

Opportunities

Sustainable Travel: The site is close to the bus station and railway services. Opportunity to strengthen walking and cycling links to connect to the wider network in the town.

Flood Risk: The site is predominantly in an area of low flood risk.

Sensitivities

Heritage: Newton's Place community centre to the west of the site is a listed building.

Air Quality: The site is within the Air Quality Management Area.

Existing uses: The existing car park is important for accessing the town centre and it may be that some space could be retained on the ground floor. The Magistrate Court and Police Station would need to be relocated.

Education: Requirement for additional education capacity in Newton Abbot.

Potential loss of car parking: 190 spaces

Site Requirements

- Carbon neutral development
- Replacement Court and Police Station
- Design which retains an element of car parking, with electric vehicle charging infrastructure
- Land decontamination
- High quality design scheme for prominent location
- Consider opportunity for creation of public space and retention of existing trees
- Improved pedestrian and cycling links
- Affordable housing
- Adaptable and accessible housing



Osborne Street Area

Brownfield site in centre of Newton Abbot (east of The Avenue), which includes a car park, the Tuckers Maltings mixed use listed building, the Telephone exchange on Chapel Road and the Osborne recreation ground. Proposals could see redevelopment of the areas around the park, with improvements to the park to create a higher quality public open space.

Site Size: Total size 3.3 hectares, of which 1.12 hectares is developable.

Indicative number of homes: 45 - 90 homes

Opportunities

Sustainable Travel: The site is well located for access to the railway station and a number of bus services. The site is located adjacent to a number of cycle routes including NCR2.

Park: The Osborne Park has the potential for upgrade. This could be as a playing pitch or a more informal recreational park and garden if the playing pitches were located elsewhere

Sensitivities

Heritage: The Grade II Listed Tucker's Malting building has potential for conversion into mixed uses.

Flood Risk: The site is at high risk from flooding and is entirely within flood zone 3.

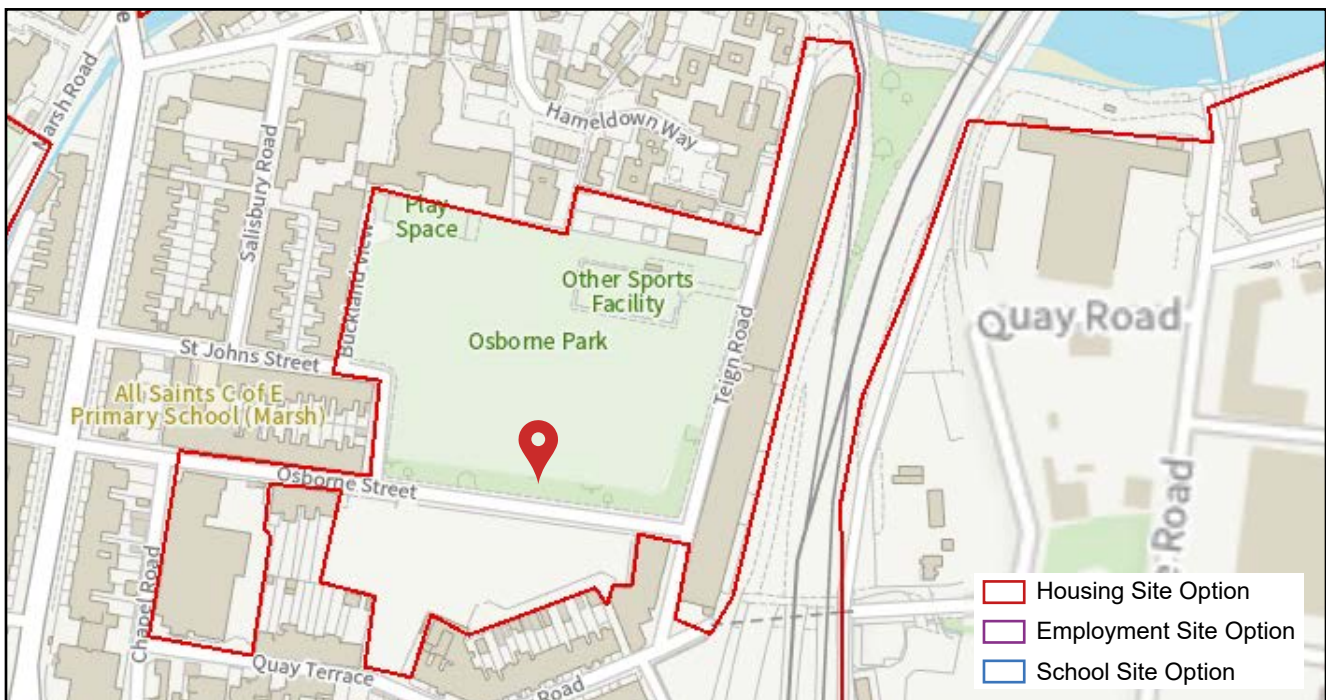
Amenity of Existing Residents: Proposals will need to be carefully considered and maximise the potential benefits for existing residents.

Potential loss of car parking: 189 spaces

Site Requirements

- Carbon neutral development
- Mitigation measures to minimise flood risk
- Car parking on ground floor
- Electric vehicle charging infrastructure if suitable
- Retention of the existing trees
- Enhance park and public open space
- Sensitive conversion of listed building

- Clarification of whether Telephone Exchange building is in use
- Affordable housing
- Adaptable and accessible housing



Wolborough Way

Small brownfield site on western side of the Newton Abbot town centre. The site currently includes car parking and a retail building. The site is bounded by the River Lemon to the north.

Site Size: Total size 0.5 ha, all of which is developable.

Indicative number of homes: 20 - 40

Opportunities

Sustainable Transport: The site is well located for access to bus services and connection to cycle routes. The railway station is 1.2km to the east.

River Lemon: There may be scope for improvements to the River Lemon for the benefit of wildlife, people and reducing flood risk.

Sensitivities

Ecology: In the South Hams SAC Landscape Connectivity Zone. Bat and bird surveys needed. Keep the trees and shrubs along the River. Consider widening River Lemon corridor to create a two stage channel and linear green path/park along the river. Avoid drop path down into Lemon corridor as this would disturb the breeding Grey Wagtails and Dippers.

Heritage: Eight Listed Buildings adjacent to site located along south side of Wolborough Street.

Flood Risk: The site lies within Flood Zone 3 and a patch of Flood Zone 1 in south section. New modelling suggests that areas closer to Wolborough Way at lower risk. Avoid development up to the River Lemon bank, leaving access and improvements to the river corridor.

Flood Risk: The site lies within Flood Zone 3 and a patch of Flood Zone 1 in south section. New modelling suggests that areas closer to Wolborough Way at lower risk. Avoid development up to the River Lemon bank, leaving access and improvements to the river corridor.

Potential loss of Car Parking: 116 spaces close to town centre.

Site Requirements

- Carbon neutral development
- Land decontamination
- Mitigation measures to minimise flood risk and improve the River Lemon corridor for people and wildlife
- High quality designed scheme for this prominent location
- Examine potential for ground level car parking with Electric Vehicle charging infrastructure
- Affordable housing
- Adaptable and accessible housing



Chapter 4: Housing Site Options in the Heart of Teignbridge

Newton Abbot, Kingsteignton and Kingskerswell

Newton Abbot Area

The sites within the Newton Abbot area lie mainly within the Parish of Newton Abbot, but also include areas within Abbotskerswell, Ilsington, Ogwell and Teigngrace parishes that lie adjacent to Newton Abbot parish.

Newton Abbot parish lies in the heart of Teignbridge and contains the District's main urban centre, Newton Abbot, which provides a focus for employment, services and facilities and retail. It is a large parish, measuring almost 8km from south east to north west, and is a mix of urban and rural. It is bordered by numerous parishes: Kingskerswell, Abbotskerswell, Ogwell, Ilsington, Teigngrace, Kingsteignton, and Haccombe-with-Combe. The parish had a population of 24,029 in the 2011 census.

Newton Abbot contains a very good range of higher order services and facilities, including at least one of the following:

- Banks
- Community halls
- Convenience stores and supermarkets
- Dentists
- Dispensaries
- Health centres/Doctor's surgeries
- Library
- Opticians
- Places of Worship
- Post office
- Public houses
- Nursery provision
- Primary schools
- Secondary schools
- Higher education college
- A community hospital

The parish is served by a network of A class roads, including the A380, which links to the M5, the A381, A382 and A383, a mainline railway station and a frequent and peak hours public transport service. There are some traffic free cycle routes to the town centre.

Significant constraints affecting development in the parish include flood risk, minerals and air quality. There are linear areas of flood risk along the Rivers Lemon and Teign and their tributaries. This affects town centre brownfield re-development, where flood measures will need to be put in place for new development. The Critical Drainage Area associated with Holbeam Dam also affects the westernmost part of the parish, where surface water run-off rates will need to mirror greenfield run-off. Minerals Safeguarding Areas lie to the north and north west, and south and south west, of the town. The ball clay resources along the Bovey Basin (to the north west of Newton Abbot) are of global importance. There is an AQMA covering large parts of the town.

However, subject to overcoming any flood or minerals constraints, and subject to providing sustainable travel links, particularly important as development becomes further away from the

town centre, new development in and around Newton Abbot could be planned for in a sustainable way, with good access to a wide range of services and facilities, including a choice of public transport.

Development within Newton Abbot will need to comply with the policies of the Newton Abbot Neighbourhood Plan June 2016. The Neighbourhood Plan does not prevent any particular sites being considered, as it does not safeguard any areas from development. However, it sets standards for some types of development, including quality of design, enrichment of the local environment, protection of heritage assets and provision of open access broadband with minimum speed of 25 Mb/s.

All development will also be subject to the policies of the Abbotskerswell Neighbourhood Plan of October 2017 and the Ogwell Neighbourhood Plan of April 2018.

The policies contained in the Abbotskerswell Neighbourhood Plan set out standards for new development in relation to the natural environment, drainage, design, affordable housing and parking, support custom and self build housing, new public rights of way, new employment development and traffic calming measures, and protect amenity, community facilities and public rights of way. The Plan also designates Local Green Spaces, which affects the site at Conitor Copse.

The policies contained in the Ogwell Neighbourhood Plan support the redevelopment of the Luxton Road Play Area, new local shops, greater connection to the countryside, certain types of renewable energy and infill development in the village. It also protects existing shops and locally important views, sets general design standards, design standards in the Conservation Area and standards for new rural employment development. One of the sites lies within the areas of Locally Important Views (Canada Hill).

In total, thirteen development sites are being considered in and around Newton Abbot.

1. Berry Knowles/A382 Corridor

The site lies to the north west of Newton Abbot and extends from the junction of the A382 with Exeter Road, along the north east side of the A382 to Blachford Farm. It comprises agricultural fields, enclosed by hedges. The site includes the farmhouse and buildings at Berry Knowles, but omits the farmhouse and buildings at Blachford Farm. The site lies in both Newton Abbot and Teigngrace parishes.

Site size: Total size of 34.58 hectares, of which only 12.98 hectares is developable
Indicative number of homes factoring in sensitivities and requirements (see below): 244 - 276 homes

Planning Status: At the time of writing this Plan, there is a resolution by the Planning Committee to grant outline planning permission for up to 135 dwellings, subject to the completion of a s106 legal agreement (ref. 16/02693/MAJ) on part of the site.

Relationship with adjacent sites: The site lies across the A382 from the NA2 Whitehill development allocated (and in part approved) in the existing Local Plan and would provide a logical extension to the town.

Opportunities

Active travel/Sustainable travel: Although the site lies more than 2km from the railway station, it lies adjacent to a bus route, served by a frequent and peak hours service, which would enable travel by public transport to the town centre and beyond and, to the railway station. In addition, a new pedestrian and cycle route is being constructed along the A382 as part of the current road

improvements work. Therefore, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Natural Infrastructure: The site is large enough to provide for a small network of natural infrastructure, including landscaping, play spaces, biodiversity offsetting, allotments, tree planting and natural green space. The existing network of hedges and watercourses also provide an opportunity for improved ecology networks.

Health and Wellbeing: The site lies within 800m of the Templer Way, providing opportunities for healthy recreation.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone and is within 250m of West Golds and Jetty Marshes CWS, West Golds Mine Marsh UWS and Berry Knowles UWS. It contains Priority Habitats and habitats and features that supported Protected Species including bats, badgers, dormice, otters, great crested newts, cirl buntings and barn owls.

Minerals: The site lies within a Minerals Safeguarding Area. Although no objections have been raised to development of part of the site (the land at Berry Knowles) this provides a constraint to be overcome to enable development of the land around Blatchford Farm.

Highways: Whilst access into part of the site has been agreed under planning application 16/02693/MAJ, this access passes through Flood Zones 2 and 3 and a new access into the site from the A382 may be required (or an emergency access for use if the access road floods).

Safety: The north eastern part of the site is within a main gas pipe buffer, which may prevent development or require a lower density of development.

Flood risk and Water quality: Parts of the site lie within Flood Zones 2 and 3 and development needs to ensure there is no deterioration of water quality flowing into the River Teign.

Heritage: The site wraps around the Grade II Listed Blatchford Farm and contains potential for archaeological heritage assets.

Air Quality: The site is within 1km of the Newton Abbot and Kingsteignton AQMA.

Agricultural land: Development would utilise Grades 2 and 3 agricultural land (second and third highest grades).

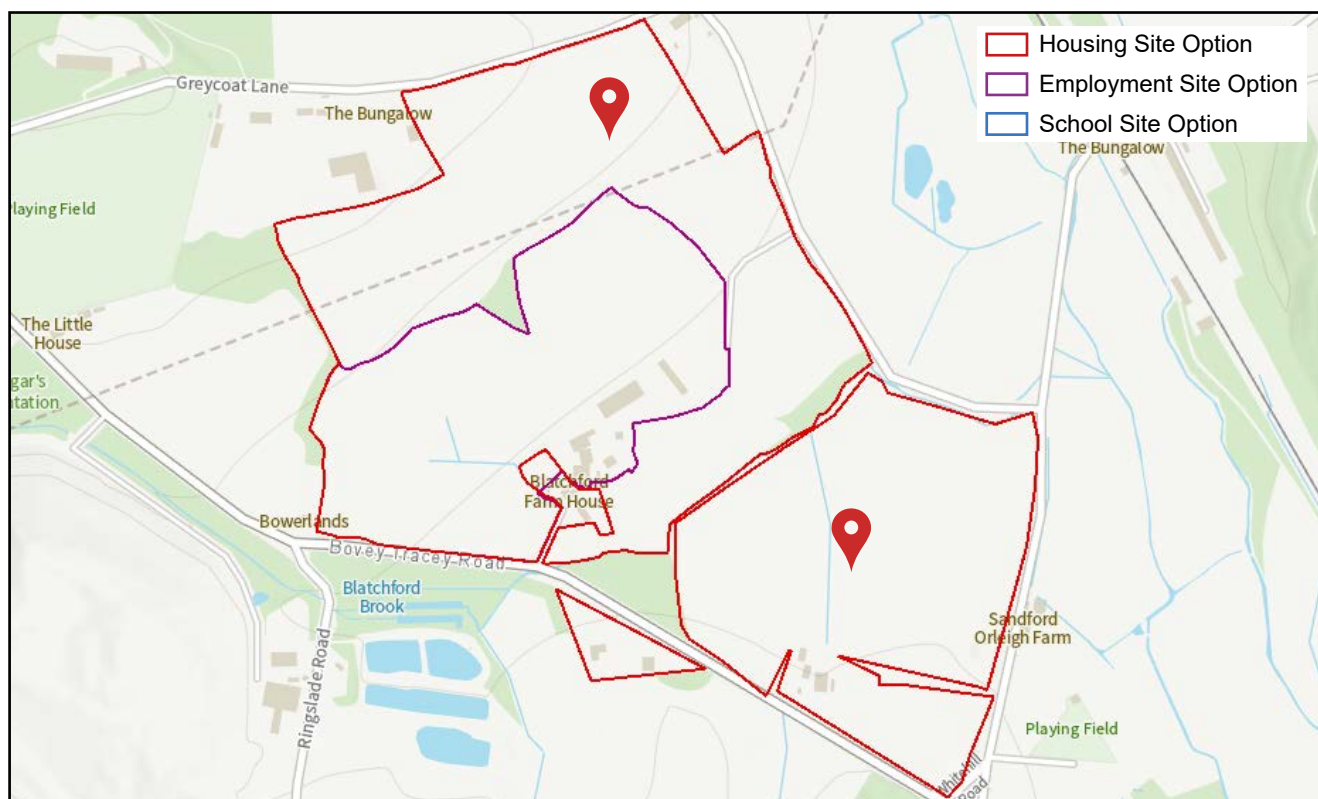
Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places.

It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space/play space/allotments
- Highway improvements including a new access or emergency access
- Active travel to link with existing sustainable travel options
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Improvements to habitats corridor for ecology
- Construction techniques to protect soil quality
- Archaeological investigation to inform mitigation measures
- Sustainable drainage to protect water quality

- Gas pipe buffer requirements
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Investment in construction skills, including an Employment and Skills Plan



2. Forches Cross

The site lies to the north west of Newton Abbot, and to the north west of Forches Cross on the A382. It comprises fields enclosed by hedges with a small wooded area. The site is adjacent to the NA1 Local Plan allocation and 7.8ha of the site is already allocated for employment within Local Plan Policy NA1 and the accompanying Development Framework Plan. In addition, approximately 2.3 ha of this has been identified as foraging land for bats (as part of the HRA work for NA1 Development Framework Plan) and the fields adjacent to the A382 are not considered developable due to significant minerals constraints.

Site size: Total size 32.69 hectares, of which only approximately 15 hectares are developable (omitting fields adjacent to A382).

Indicative number of homes factoring in sensitivities and requirements (see below): 279 - 360 homes

Relationship with adjacent sites: The site is adjacent to, and partly within, the Local Plan allocation NA1.

Opportunities

Active/Sustainable travel: Although the site lies more than 3km from the railway station, it lies adjacent to a bus route, served by a frequent and peak hours service, which would enable travel by public transport to the town centre and beyond and, to the railway station. In addition, a new pedestrian and cycle route is being constructed along the A382 as part of the current road improvements work. Therefore, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Natural Infrastructure: The site is large enough to provide for a network of natural infrastructure, including landscaping, play spaces, biodiversity offsetting, allotments, tree planting and natural green space. The existing network of hedges and watercourses also provide an opportunity for improved ecology networks.

Health and wellbeing: The site would also be within 800m of major open space (once Houghton Valley Park, as part of NA1 is created) and will be within 400m of cycle links along the A382, once improvements are completed, giving opportunities for healthy lifestyles.

Flood risk: The site lies within Flood Zone 1 (lowest risk of flooding).

Minerals: Although the eastern part of the site is significantly constrained due to minerals resources, meaning that any development would need to be removed in a likely timescale of within 40 - 50 years, this part of the site could potentially be used for renewable energy development, such as solar panels, in the mean time. This type of development has a lifespan, allowing for its removal prior to the extraction of minerals.

Sensitivities

Ecology: The site is within the South Hams SAC Landscape Connectivity Zone and is within 250m of CWSs at Ashill Copse and Moorlands Copse. It contains Priority Habitats and habitats and features that support Protected Species including bats, dormice, Great Crested Newts and curlew buntings. In addition, the HRA work undertaken in association with the Development Framework Plan for NA1 identified an existing bat flyway along the watercourse separating the allocated employment site from the additional land proposed to the north. In order to retain the flyway, it may be necessary to construct a culvert underneath any road link, which may affect viability. This is along with the constraint presented by the part of the site identified as foraging land, which would reduce the area available by approximately 2.3 hectares to 6.9ha.

Heritage: The site lies in close proximity to Stover Registered Park and Garden and within 500m of Grade II Listed Buildings at Stover School.

Landscape: It would be appropriate for any development to respond to the vernacular characteristics of the landscape character area.

Minerals: Part of the site is within a Minerals Safeguarding Area and Officers are aware that the subterranean owner intends to extract the mineral resource, which is of economic value, in a timescale of 40-50 years. This puts a significant constraint on the eastern part of the site and could prevent any development other than that of a temporary nature.

Amenity: The likelihood of mineral extraction from the eastern part of the site may reduce the area available for residential development on the western part of the site due to potential disturbance.

Water quality: Development needs to ensure there is no deterioration of water quality flowing into the River Teign.

Safety: Part of the site is within a main gas pipe buffer, which may prevent residential development or require a lower density of development.

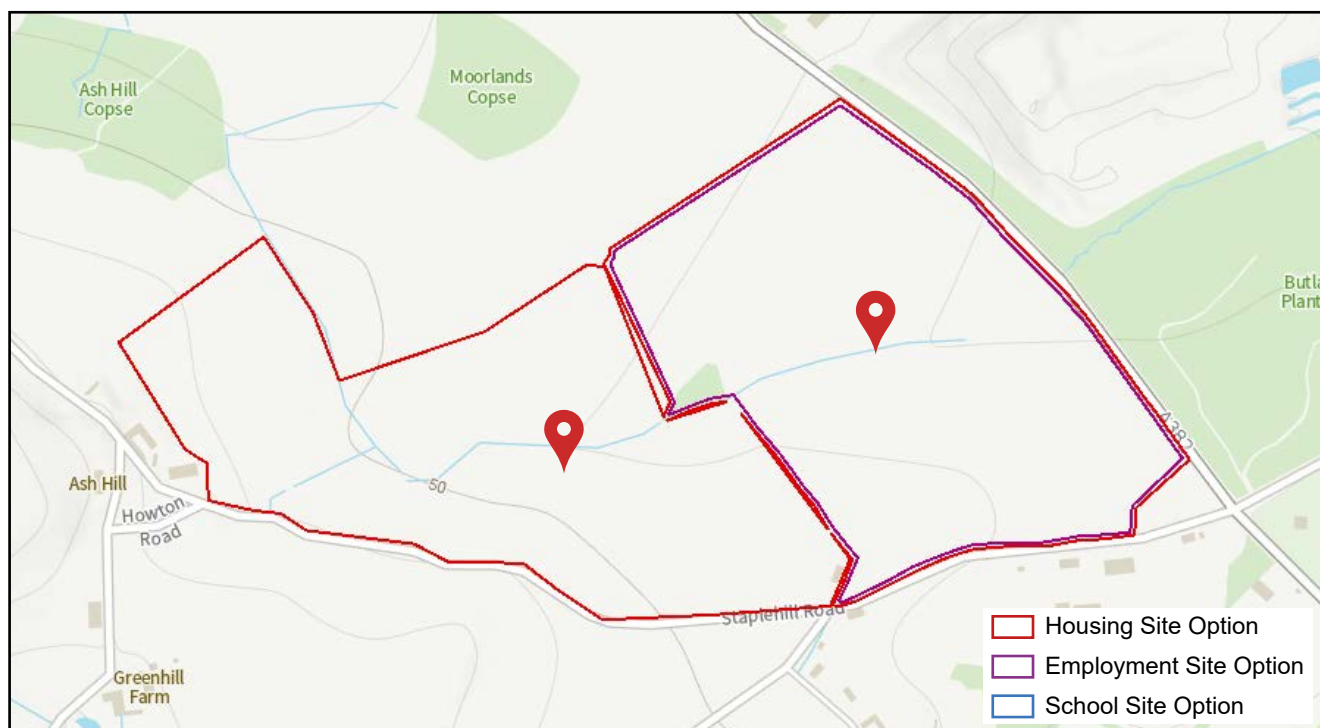
Agricultural land: the site would utilise Grade 3 agricultural land (third highest grade).

Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Landscape led design reflecting local landscape character
- Open space/play space/allotments

- Possible highway improvements
- Active travel to link with existing sustainable travel options
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Protection of foraging area and known flyway (bats)
- Construction techniques to protect soil quality
- Sustainable drainage to protect water quality
- Gas pipe buffer requirements
- Affordable housing
- Adaptable and accessible housing
- 5% custom build plots
- Investment in construction skills, including an Employment and Skills Plan



3. West of Houghton Barton

The large site, comprising multiple sloping agricultural fields, lies primarily on the north side of the A383, adjacent to Seale Hayne and the existing Local Plan NA1 allocation. The site includes narrow country lanes, an existing piggery, a woodland area, sports pitches, high voltage powerlines, and in places steep slopes up to the top of Ingsdon Hill. The centre of the site lies approximately 4km from Newton Abbot town centre. A small amount of the site lies on the south side of the A383. The site lies partly within the parish of Newton Abbot and partly within the parish of Ilsington.

Site size: Total size 120 hectares, of which approximately 88 hectares is developable (steep areas and areas within Flood Zone 3 omitted).

Indicative number of homes factoring in sensitivities and requirements (see below): 1,634 - 2,109 homes

Relationship with adjacent sites: The site lies immediately west of the land allocated as NA1 Houghton Barton in the existing Local Plan.

Opportunities

Active/Sustainable travel: The site lies approximately 4km from Newton Abbot railway station, however, it is adjacent to a bus route, with peak hours and frequent services and it lies within cycling distance of the services and facilities within Newton Abbot. If improved pedestrian and cycle links were provided, the site could be developed alongside NA1, which will have a neighbourhood centre and limited day-to-day facilities. This would reduce reliance on the private car.

Natural Infrastructure: Whilst constraints reduce the area of land available for development, the undevelopable areas could be used to provide a landscape setting for the development as well as a comprehensive network of natural infrastructure including landscaping, play spaces, biodiversity offsetting, allotments, tree planting, natural green space and a hilltop park and ridgeline walk. The existing network of hedges and watercourses also provide an opportunity for improved ecology network, which would also benefit from the opening up of culverted watercourses.

Minerals: The majority of the site is not subject to minerals constraints.

Built Environment: The large scale of the site offers opportunities to provide good layout and design, incorporating sustainable travel links and open spaces.

Potential for employment generating uses (non-industrial): The site may be large enough to provide a small area for employment use, compatible with the residential use.

Sensitivities

Ecology: The site is within the South Hams SAC Landscape Connectivity Zone and contains an OSWI, Bradmore's Wood, Priority Habitats, and habitats and features that support Protected Species including bats, badgers, dormice, otters, great crested newts, and barn owls.

Flood risk and Water quality: The site contains areas of Flood Zones 2 and 3 (highest and second highest risk of flooding). Part of the site to the south of A383 is within the Holbeam Dam Catchment Area and must be discounted. Some of the land to the north of the A383 will also need to be discounted, as it is likely to be required in connection with the future successful operation of Holbeam Dam. The site is also within a Critical Drainage Area, which means an enhanced requirement for surface water drainage. There are also a number of culverted watercourses through the site, which would need to be assessed and possibly opened up as part of any development. Development needs to ensure there is no deterioration of water quality flowing into the River Teign.

Heritage: A small parcel of land south of A383 should be omitted from site due to its proximity to listed building. Development also has the potential to affect setting of Seale Hayne and Ingsdon Manor, but mitigation is considered possible. Potential for archaeological heritage assets.

Landscape: The higher elevations of Ingsdon Hill and surrounding ridges form a significant landscape feature which would not be appropriate to develop.

Safety: A main overhead electricity line crosses the site.

Agricultural land: The development would utilise Grades 2 and 3 (second and third highest) agricultural land.

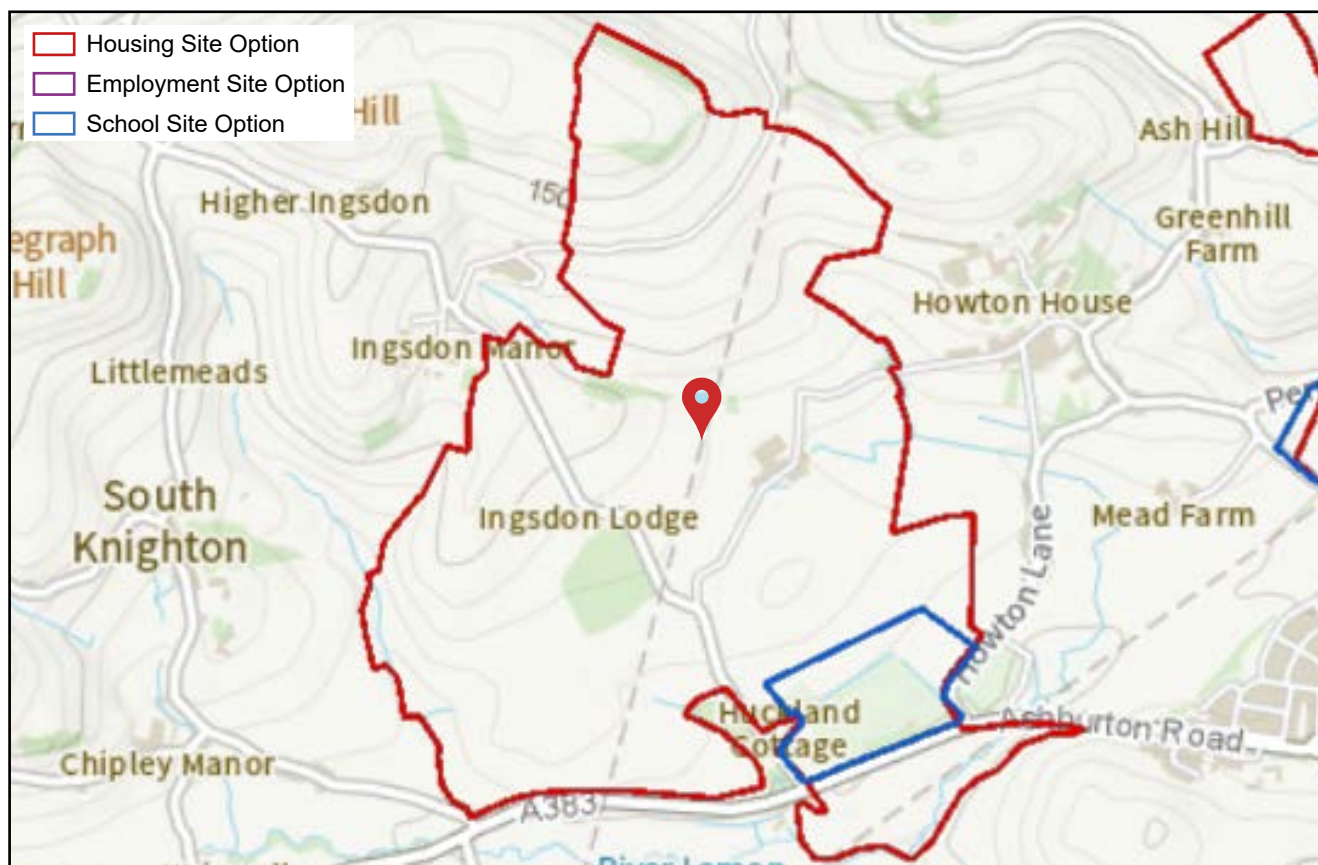
Timing of development: The timing of development of the site will be dependant on the timing of the delivery of the adjacent site NA1.

Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Landscape led design avoiding development of high elevations
- Open space/play space/allotments/other sport and leisure facilities

- Possible highway improvements
- Active travel to link with existing sustainable travel options
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Conservation and enhancement of the setting of Listed Buildings
- Archaeological investigation to inform mitigation measures
- Construction techniques to protect soil quality
- Buffers to protect long term success of Holbeam Dam
- Surface water run-off rates to mimic greenfield rates
- Sustainable drainage to protect water quality
- Archaeological investigation to inform mitigation measures
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Medium to large scale employment generating uses within a mixed use area
- Neighbourhood hub with shops and services including small supermarket and community building
- Primary School
- Investment in construction skills including an Employment and Skills Plan



4. Milber

The site lies on the eastern side of Newton Abbot, east of Milber Trading Estate. It comprises two field areas on reasonably flat land, that are both tree lined on main boundaries. The northern parcel only is proposed for residential development. The southern parcel, which is an existing playing field, would remain as a playing field.

Site size: Total size of northern field is 5.9 hectares. However, given the reduced yield of 10 due to highways constraints, less than 1 hectare of land would be required.

Indicative number of homes, factoring in sensitivities and requirements (see below): 10 homes

Opportunities

Active travel/Sustainable travel: The site lies approximately 2km from Newton Abbot railway station, and 1.2km from bus stops served by peak hours and frequent service.

Natural Infrastructure: The site is large enough to provide for natural infrastructure, including pocket play, landscaping and tree planting.

Landscape: The site is adjoining the built form of the settlement.

Flood risk: The site lies within Flood Zone 1 (lowest risk of flooding).

Minerals: There are no minerals constraints affecting the site.

Heritage: Although the south western part of the site submitted lies close to the Scheduled Monument of Milber Camp, given the small area required to deliver 10 dwellings, that will lie in the northernmost part of the site, the heritage asset would not be affected by development.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone and is within 250m of Haccombe-with-Combe CWS. Although the submitted site is also within 250m of Little Haccombe Settlement UWS and Milber Woods OSWI, the small area required to deliver the reduced yield of 10, would lie further away. The site contains Priority Habitats and habitats and features that supported Protected Species including bats, dormice, and great crested newts.

Water quality: Development needs to ensure there is no deterioration of water quality flowing into the River Teign.

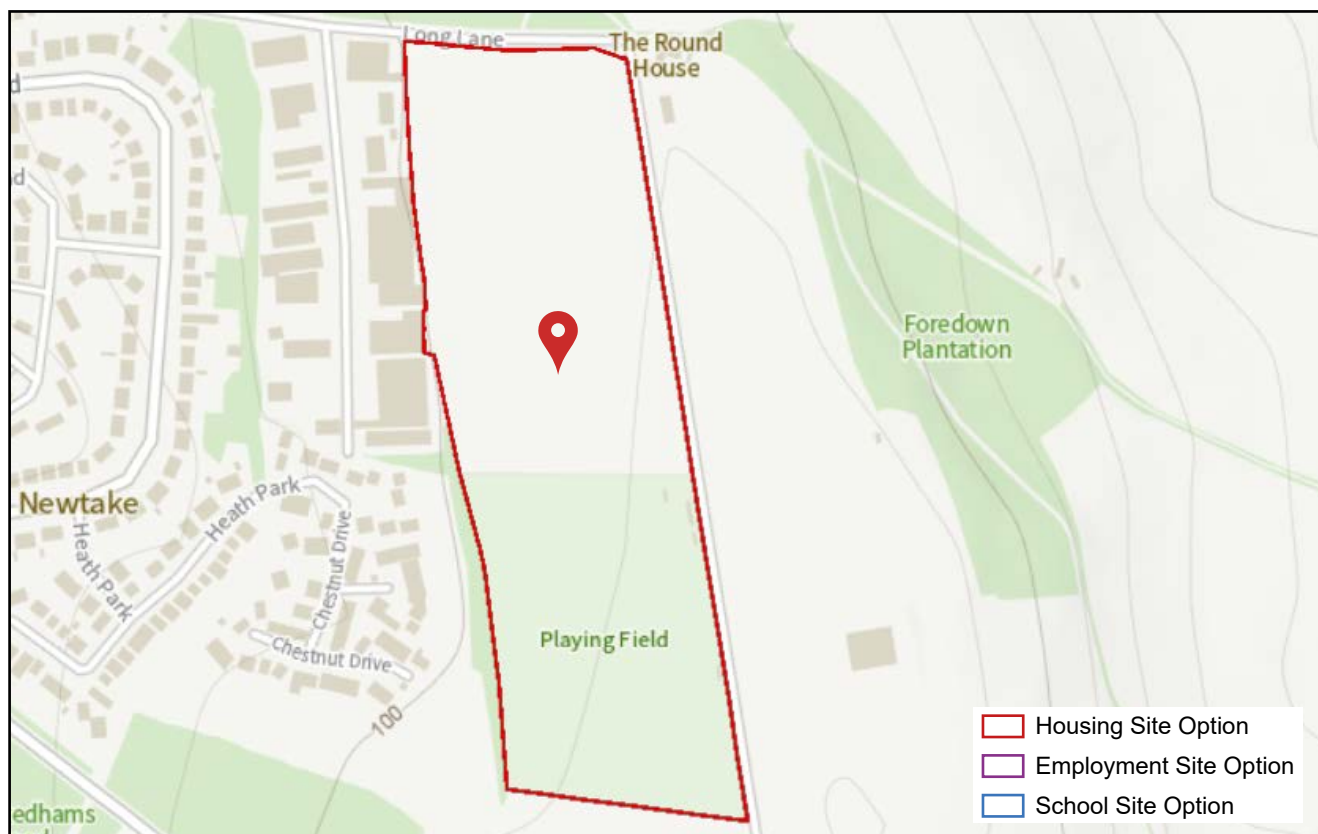
Safety: The buffer of a main gas pipe crosses a small part of the northern part of the site.

Agricultural land: The development would utilise Grade 2 (second highest) agricultural land.

Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space/pocket play space
- Highway improvements
- Active travel to link with existing sustainable travel options
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Construction techniques to protect soil quality
- Sustainable drainage to protect water quality
- Gas pipe buffer requirements
- Affordable housing
- Adaptable and accessible housing



5. Chercombe Bridge Road

The site lies on the western edge of Newton Abbot, to the south of the A383. It comprises agricultural fields bounded by hedgerows and bordering residential development to the north east. The land includes rising topography towards Bradley Woods.

Site size: Total size of 18.62 hectares, of which 14.2 hectares would be developable.

Indicative number of homes factoring in sensitivities and requirements (see below): 170-256 homes.

Relationship with adjacent sites: The site lies to the west of the existing Local Plan development allocation NA6: Bradley Barton.

Opportunities

Active/Sustainable travel: Although the site lies 2.5km from Newton Abbot railway station, it is within 500m of a bus stop served by a peak hours and frequent service, which also accesses the station. The site lies close to the traffic free cycle route towards the town centre, along Ashburton Road and, in addition, the nearest local facilities could be reached on foot, eg local shop (1.5km away) and primary education (1.3km away). Subject to sustainable travel links, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Natural Infrastructure: The site is large enough to provide a small network of natural infrastructure, including landscaping, play spaces, biodiversity offsetting, allotments, tree planting and natural green space. The existing network of hedges and land that is too steep to develop provide an opportunity for improved ecology networks.

Flood risk: The site lies within Flood Zone 1 (lowest risk of flooding).

Minerals: The site is within a Minerals Consultation Area but not within a Minerals Safeguarding Area.

Sensitivities

Ecology: The site is within the South Hams SAC Landscape Connectivity Zone and is within 250m of Broadbridge Woods Ancient Woodland, the River Lemon Valley Woods SSSI, Littlejoy Plantation CWS and Ogwell Road UWS.

Heritage: The site is within 1km of Grade I Listed Bradley Manor. There is potential for archaeological heritage assets.

Highways: Access to the site is constrained at the point where Chercombe Bridge Road leaves Orchard Road, just to the south of the A383. This may involve third party land.

Landscape: Development should avoid the more elevated parts of the site and mitigate landscape impacts on this prominent site.

Drainage: The site lacks access to a public sewer without crossing third party land.

Safety: A main gas pipe buffer crosses the north west tip of the site.

Agricultural land: The site would utilise Grade 3 (third highest) agricultural land.

Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space/play space/allotments
- Highway improvements including improved access
- Active travel to link with existing sustainable travel options
- Landscape led scheme to address potential landscape impacts and development to avoid highest elevations
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Improvements to habitats corridor for ecology
- Construction techniques to protect soil quality
- Archaeological investigation to inform mitigation measures
- Acceptable foul drainage
- Gas pipe buffer requirements
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Investment in construction skills including an Employment and Skills Plan



6. Priory Road

The site lies to the south of Newton Abbot and the allocated development of NA3 Wolborough. It comprises rolling agricultural land enclosed by hedgerows, including some steep land, and is bordered by Priory Road to the north, Kingskerswell Road to the east, and the railway line to the south east. The site does not include The Priory. The site lies in the parish of Abbotskerwell, but relates more closely with the expansion of Newton Abbot.

Site size: Total size is 39.47 hectares, of which 31.4 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements (see below): Up to 350 homes

Relationship with adjacent sites: The site lies immediately south of existing Local Plan development allocation NA3 Wolborough.

Opportunities

Active travel/Sustainable travel: Although the site lies just over 2km from the station and a similar distance to bus stops served by frequent bus services, development would have the opportunity to link into the active travel links being provided as part of the NA3 development. Subject to these improved links, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Natural Infrastructure: Whilst constraints of steep ground and flooding reduce the area of land available for development, the undevelopable areas could be used to provide a landscape setting for the development as well as a comprehensive network of natural infrastructure including landscaping, play spaces, biodiversity offsetting, allotments, tree planting and natural green space. The existing network of hedges and watercourses also provide an opportunity for improved ecology network, which would also benefit from the opening up of culverted watercourses.

Minerals: The site is not within a Minerals Safeguarding Area.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone. It is within 250m of Forde Fields CWS, Priory Road OSWI and The Priory UWS and contains Priority Habitats and habitats and features that supported Protected Species including bats, dormice, and great crested newts.

Landscape: Development of the site would reduce the physical separation between Newton Abbot and Abbotskerswell.

Flood Risk: Parts of the site lie within Flood Zones 2 and 3, although these areas have been removed from the developable area. However, development may need to investigate the need to improve the existing culvert under the road bridge and railway line and work with Network Rail to achieve an acceptable solution to preventing flood risk to Kingskerswell Road.

Heritage: The site wraps around Grade II* Listed Building, The Priory. There is the potential for archaeological heritage assets.

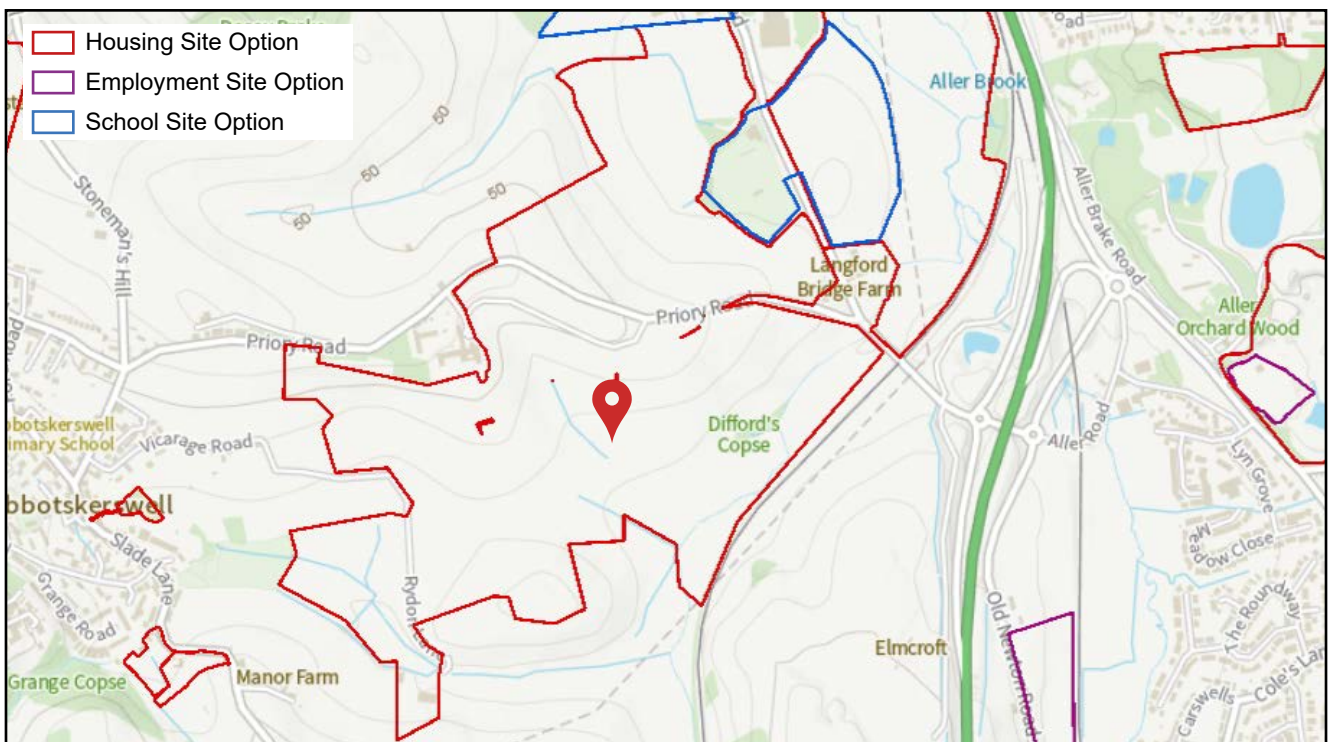
Agricultural land: Development would utilise Grades 2 and 3 (second and third highest grades) agricultural land.

Timing: The successful delivery of development on this site would be reliant on the development of NA3 coming forward, to enable links into sustainable travel corridors. It would not be appropriate to develop this site in advance of the NA3 development.

Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space/play space/allotments
- Highway improvements including improved access
- Active travel to link with existing sustainable travel options
- Landscape led scheme to address potential landscape impacts and development to retain undeveloped buffer between Newton Abbot and Abbotskerswell
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Improvements to habitats corridor for ecology
- Retention of undeveloped areas to conserve and enhance the setting of Grade II* Listed Building, The Priory
- Investigation, in liaison with Network Rail, into whether improvements to the culvert beneath the railway line and road bridge are required, and implementation of any works required
- Construction techniques to protect soil quality
- Archaeological investigation to inform mitigation measures
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Investment in construction skills including an Employment and Skills Plan



7. Conitor Copse

The site lies to the west of the A381, immediately south of the village of Ogwell. It comprises a mix of fields with hedgerow boundaries and woodland areas. Some of the land is steeply sloping (more than 1:6 gradient), particularly in the northern and eastern sections. Disused quarries form part of these sections. The site is bounded by the A381 to the east and by Denbury Road to the north and west. The site lies in both parishes of Newton Abbot and Abbotskerswell.

Site size: Total size of 15.15 hectares, of which approximately 11.87 hectares may be developable.
Indicative number of homes factoring in sensitivities and requirements (see below): 71 - 107 homes
Relationship to other sites: The site lies to the west of the existing Local Plan allocation NA3 Wolborough.

Opportunities

Active travel/Sustainable travel: Although the site lies more than 2km from the railway station, it lies adjacent to a bus route, served by a frequent and peak hours service, which would enable travel by public transport to the town centre and beyond and, to the railway station. In addition, the site lies close to sustainable movement corridors that will be provided as part of the NA3 development. Therefore, subject to improved links to public service transport stops and sustainable travel corridors, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Natural Infrastructure: Whilst constraints of woodland and ecology reduce the area of land available for development, the undevelopable areas could be used to provide a landscape setting for the development as well as a comprehensive network of natural infrastructure including landscaping, play spaces, biodiversity offsetting, tree planting, natural green space. The existing network of hedges and woodland also provide an opportunity for improved ecology network.

Flood risk: The site lies within Flood Zone 1 (lowest risk of flooding).

Minerals: The site is not subject to minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone and Conitor contains a CWS and areas of Ancient Woodland, as well as containing Priority Habitats, including Conitor Cave, a significant roost for low numbers of Greater Horseshoe bats and a potential mating site, and habitats and features that supported Protected Species including 7 species of bats, cirr bunting and Great Crested Newts. It is also within 250m of Buttercombe Moor Copse OSWI. The site is in a Rebuilding Devon's Nature Map (2014) priority area (Woodland). At time of CWS survey (1994) woodland and scrubland were present since the recent closure of the quarry. Given presence of ancient woodland indicators, nesting bird and potential invertebrate interest, plus location of a significant roost for small numbers of greater horseshoe bats, further assessment required.

Highways: Further investigation into potential access from the A381 is required, in particular, whether ground level differences between the site and the road would make this difficult.

Landscape: Development of the site would reduce the physical separation between Newton Abbot (Ogwell) and Abbotskerswell.

Flood risk: Historical flooding from surface water runoff from Denbury Road affecting properties in Westwood Road.

Heritage: The site occupies an area of archaeological potential.

Amenity: Part of the site is designated as a Local Green Space in the Abbotskerswell Neighbourhood Plan

Land stability: Land stability issues from former limestone quarry

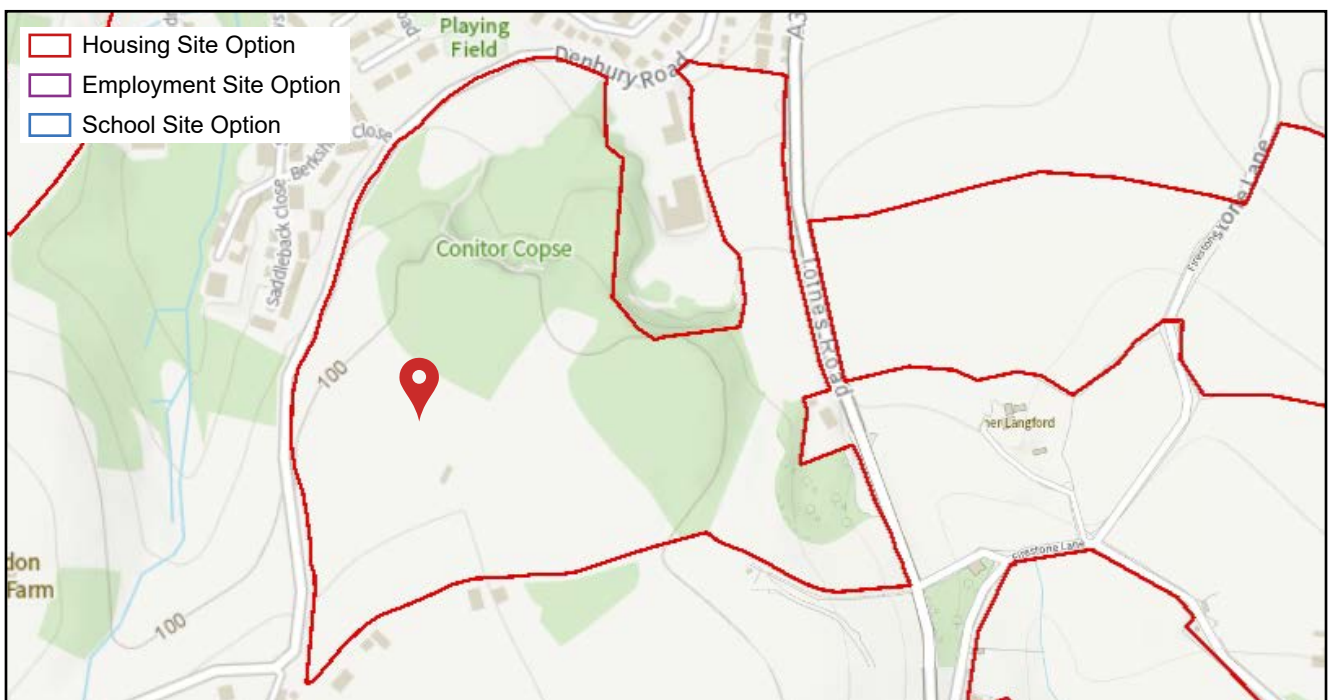
Agricultural Land: Development would utilise Grade 3 (third highest) agricultural land.

Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Site requirements

- Carbon neutral development

- Electric vehicle supporting infrastructure
- Open space/play space
- Further investigation into access from A381
- Improved links to public service transport stops and sustainable travel corridors
- Landscape led approach to retain separate identities of Newton Abbot (Ogwell) and Abbotskerswell
- Retention of the existing boundary hedges and trees and areas of woodland, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures and proposed number of houses to be reduced if necessary
- Bat friendly lighting
- Improvements to wildlife movement corridors
- Construction techniques to protect soil quality
- Investigation into land stability and remediation works implemented
- Archaeological investigation to inform mitigation measures
- Possible requirements for improvements to, or financial contributions towards, surface water reservoir to which the site drains to to mitigate flood risk to Westwood Road
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Investment in construction skills



8. South of NA3

The site lies to the south west of Newton Abbot and north west of Abbotskerswell. It extends from the A381 in the west to Stoneman's Hill in the east and is bisected by Firestone Lane. Both fields are enclosed by hedges.

Site size: 8 hectares

Indicative number of homes factoring in sensitivities and requirements (see below): in the range of 50 homes

Relationship to adjacent sites: The site lies to the south of the westernmost part of the existing Local Plan allocation NA3 Wolborough.

Opportunities

Active travel/Sustainable travel: Although the site lies more than 2km from the railway station, it lies adjacent to a bus route, served by a frequent and peak hours service, which would enable travel by public transport to the town centre and beyond and, to the railway station. In addition, the site lies close to sustainable movement corridors that will be provided as part of the NA3 development. Therefore, subject to improved links to public service transport stops and sustainable travel corridors, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Natural Infrastructure: Whilst parts of the site may be unsuitable for development due to South West Water infrastructure, or their elevated nature, the undevelopable areas could be used to provide a landscape setting for the development as well as providing an opportunity for improved ecology network, particularly for Greater Horseshoe Bats. It could also provide for natural infrastructure, including open space and play areas.

Flood risk: The site lies in Flood Zone 1 (lowest risk of flooding).

Sensitivities

Ecology: The site is within the South Hams SAC Landscape Connectivity Zone and may be a flyway associated with the Greater Horseshoe Bat roost nearby at Conitor Cave to foraging areas to the east and southeast. The site is within 250m of Decoy Park and Conitor Copse CWSs and contains Priority Habitats and habitats and features that supported Protected Species including bats, dormice, and great crested newts.

Landscape: Development of the site would reduce the physical separation between Newton Abbot (Ogwell) and Abbotskerswell.

Highways: Access onto/from the A381 may not be suitable due to ground level differences. Firestone Lane has limited capacity for additional development, but this may change once the NA3 link road is constructed. Also adjacent to NA3 allocation through which access could potentially be achieved.

Existing Infrastructure: There is a surface water reservoir to the north of the eastern part of the site, and from it a 600mm mains pipe runs down eastern field, which is likely to be too expensive to relocate and may reduce the area available for development. There is also a 150mm distribution pipe that runs through western field, which may present constraints.

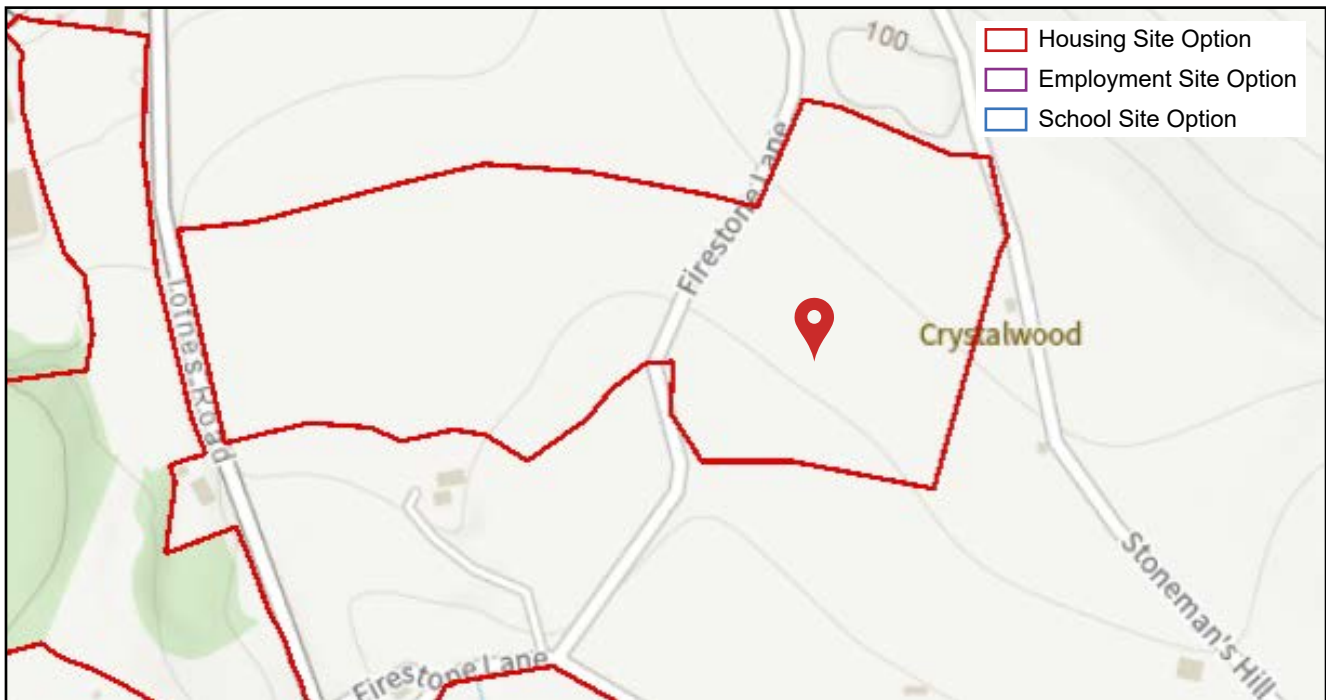
Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Availability: The availability of the site is unknown.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space/play space
- Further investigation into access from A381
- Improved links to public service transport stops and sustainable travel corridors
- Landscape led approach to retain separate identities of Newton Abbot (Ogwell) and Abbotskerswell
- Retention of the existing boundary hedges and trees and areas of woodland, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures and proposed number of houses to be reduced if necessary
- Bat friendly lighting

- Improvements to wildlife movement corridors, particularly Greater Horseshoe Bats
- Construction techniques to protect soil quality
- Further investigation into South West Water infrastructure and provide buffers of undeveloped land or mitigation needed
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Investment in construction skills



9. Howton Road

The site lies to the north west of Newton Abbot and comprises two parcels of land to the north of Howton Road. One parcel lies to the east of Western House and the other lies to the west of Moorpark. The parcel to the east of Western House is a grassed field, enclosed by hedges, which slopes steeply in the northern part, beyond which is Ringslade Quarry. Only a small area closest to Howton Road is suitable for development. The western parcel of land lies at the junction of Howton Road with Perry Lane and comprises fields enclosed by hedges.

Site size: Total size 9.6 hectares, of which 6.12 hectares are developable (omitting steep areas and areas within gas pipe buffer).

Indicative number of homes factoring in sensitivities and requirements (see below): Total 80 - 110 homes. (Eastern parcel a maximum of 20 homes; western parcel 60 - 90 homes, subject to gas pipe buffer restrictions).

Relationship with adjacent sites: The site lies adjacent to the existing Local Plan Allocation NA1 Houghton Barton.

Opportunities

Active travel/Sustainable travel: The site lies more than 3km from Newton Abbot railway station and is more than 500m from bus stops served by a frequent bus service. However, development could link into the sustainable travel networks being provided as part of the NA1 development, including the new cycle route along Ashburton Road. Therefore, subject to improved links to public service transport stops and sustainable travel corridors, the site could access services and

facilities and employment opportunities on foot, bicycle, bus and rail.

Natural Infrastructure: Whilst parts of the site may be unsuitable for development due to their elevated nature or steep topography, or their proximity to a high pressure gas pipe, the undevelopable areas could be used to provide natural infrastructure, including open space and play areas, to provide areas for Greater Horseshoe Bat foraging and to improve wildlife movement corridors, particularly for Greater Horseshoe Bats.

Flood risk: The site lies in Flood Zone 1 (lowest risk of flooding).

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone and is within 250m of Blachford Brook UWS. It contains Priority Habitats and habitats and features that support Protected Species including bats, dormice, cirl buntings and great crested newts. Parts of the western parcel of land are used as foraging areas by greater Horseshoe Bats and there are established flyways around it. There are predicted flyways through both parcels of land and this may reduce the number of homes possible

Drainage: Development will need to provide foul and surface water drainage as there are no mains facilities on the eastern parcel of land.

Landscape: Parts of the site are at a relatively high elevation, where development has a high likelihood of being on the skyline. These areas should be avoided. The rural setting of Newton Abbot should be respected.

Highways: Access would need to be taken from the west towards the site. Access from Highweek to the east would not be acceptable.

Safety: A high pressure mains gas pipe crosses the western parcel of land, which may reduce the amount of development possible, or restrict the density of development.

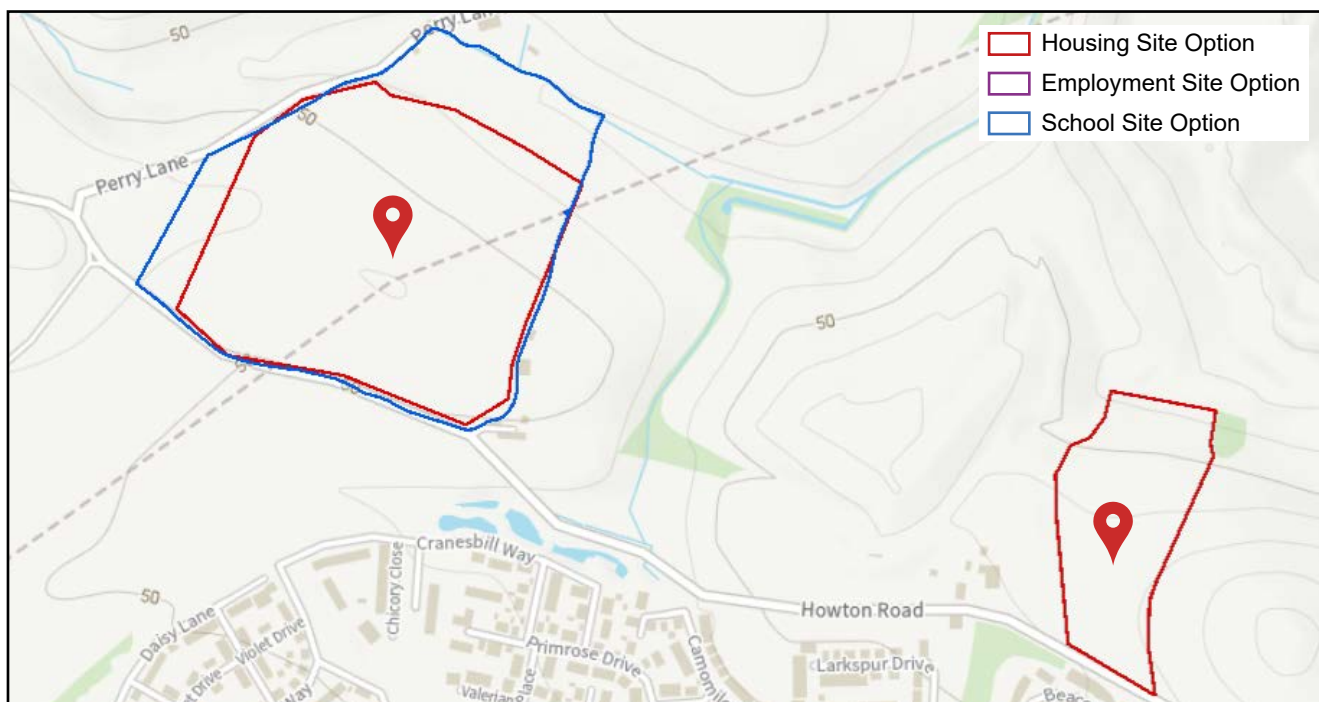
Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Availability: The availability of the western parcel of land is unknown.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space/play space on western parcel of land and improved links to this from the eastern parcel of land
- Access to both sites to be from the west with no access from Highweek for vehicles
- Improved links to public service transport stops and sustainable travel corridors
- Retention of the existing boundary hedges and trees and biodiversity offsetting on site
- Higher elevations to remain undeveloped and landscaping to retain rural setting of Newton Abbot
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures and proposed number of houses to be reduced if necessary, especially to retain or improve foraging areas and provide buffers from existing and potential flyways
- Bat friendly lighting
- Improvements to wildlife movement corridors, particularly Greater Horseshoe Bats
- Construction techniques to protect soil quality
- Buffers or lower density development in areas affected by the gas pipe buffer
- Provision of both foul and surface water drainage as there are no mains facilities on the eastern parcel of land.
- Affordable housing
- Adaptable and accessible housing

- 5% custom and self build plots
- Investment in construction skills



10. Canada Hill

The site lies to the south of Newton Abbot, it comprises two parcels of land to the north west and west of Ogwell. The smaller parcel of land lies to the north west of Larksmead Way. The larger parcel lies to the south of Undercleave House and is bordered by Abbotswood to the east, Ogwell Road to the south and Undercleave Wood to the west.

Site size: Total size 5.81 hectares, of which approximately 3.2 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements (see below): 49 - 70 homes (approx 6 on land to north west of Larksmead Way and 43 - 63 on land south of Undercleave).

Opportunities

Active travel/Sustainable travel: Although the site lies more than 2km from the railway station, it lies close to a bus route, served by a frequent and peak hours service, which would enable travel by public transport to the town centre and beyond and, to the railway station. In addition, the site lies close to sustainable movement corridors that will be provided as part of the NA3 development. Therefore, subject to improved links to public service transport stops and sustainable travel corridors, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Natural Infrastructure: The site is large enough to provide a small network of natural infrastructure including landscaping, play spaces, biodiversity offsetting, tree planting, natural green space. The existing network of hedges and adjacent woodland also provide an opportunity for improved ecology network, especially in areas of steep ground adjacent to Undercleave Wood.

Flood risk: The site lies within Flood Zone 1 (lowest risk of flooding).

Sensitivities

Ecology: The site is within the South Hams SAC Landscape Connectivity Zone and is adjacent to SSSIs at River Lemon Valley and Woods and Ransley Quarry. It is within 250m of UWSs at Undercleave Wood and East Hill Fields and contains Priority Habitats and habitats and features that supported Protected Species including bats, dormice, curl buntings and great crested newts.

Heritage: The small parcel of land north west of Larksmead Way lies just over 300m from Grade

I Listed Bradley Manor. However, due to the sloping nature of the site, only part of it, immediately adjacent to Larksmead Way, would be suitable for development. This will enable additional land to provide landscaping to mitigate potential impacts on the setting of the listed building. The site also possibly contains archaeological heritage assets.

Highways: Further investigation into accessing both parts of the site is needed. Access into the small parcel of land would need to be taken via Larksmead Road and access into the southern parcel via Abbotsford or Ogwell Road.

Landscape: The site lies within areas of Locally Important Views, as set out in the Ogwell Neighbourhood Plan.

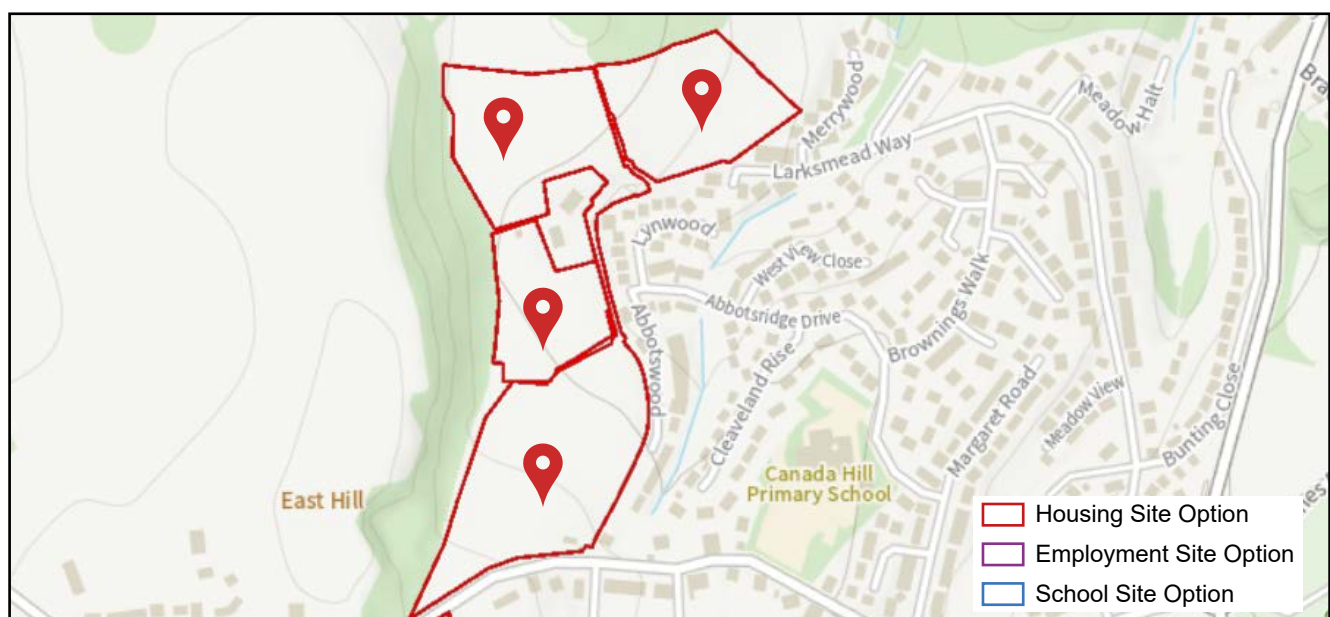
Agricultural land: Development of the site would utilise Grade 3 agricultural land (third highest grade).

Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Availability: The availability of part of the site is unknown.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space/play space
- Further investigation into access
- Improved links to public service transport stops and sustainable travel corridors
- Landscape led approach to conserve or enhance the significance of the setting of Grade I Listed Building Bradley Manor
- Retention of the existing boundary hedges and trees and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures and proposed number of houses to be reduced if necessary
- Bat friendly lighting
- Construction techniques to protect soil quality
- Archaeological investigation to inform mitigation measures
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Investment in construction skills



11. Ogwell Central

The site lies to the south of Newton Abbot, between East Ogwell and Ogwell, and south of Ogwell Road. The south eastern section contains steep land, leaving only the northern and western parts of the site suitable for development.

Site size: Total size 9.2 hectares of which approximately 6 hectares is developable (omitting steep areas)
Indicative number of homes factoring in sensitivities and requirements (see below): Although the size of the site could accommodate between 72 - 108 homes, a much smaller number of homes only would be suitable for this site, part of which is used as green space, possibly in the range of 35 - 50 homes.

Opportunities

Active travel/Sustainable travel: Although the site lies more than 2km from the railway station, it lies close to a bus route, served by a frequent and peak hours service, which would enable travel by public transport to the town centre and beyond and, to the railway station. Therefore, subject to improved links to public service transport stops and sustainable travel corridors, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Natural Infrastructure: The site is large enough to provide a small network of natural infrastructure including landscaping, play spaces, biodiversity offsetting, tree planting, natural green space. The existing network of hedges provide an opportunity for improved ecology network, especially in the steeper, undevelopable areas.

Flood risk: The site lies in Flood Zone 1 (lowest risk of flooding).

Sensitivities

Ecology: The site is within the South Hams SAC Landscape Connectivity Zone and is within 250m of Ransley Quarry SSSIs, Undercleave Wood UWS, East Hill Fields UWS, Buttercombe Moor Wood OSWI and Ogwell Village Green UWS. It also contains Priority Habitats and habitats and features that supported Protected Species including bats, dormice, curl buntings and great crested newts.

Landscape: The site, if developed in its entirety, could join the settlements of Ogwell and East Ogwell. However, given that only a smaller number of homes would be acceptable, there will be land available for additional landscaping or woodland planting, that would help to retain the separate identities of each settlement.

Heritage: The site is within 400m of Grade I Listed Building St Bartholomew's Church and is close to East Ogwell Conservation Area.

Highways: There may be an opportunity for an access off Ogwell Road, but this may be difficult and is not guaranteed as acceptable.

Agricultural land: The site would utilise Grade 3 agricultural land (third highest).

Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

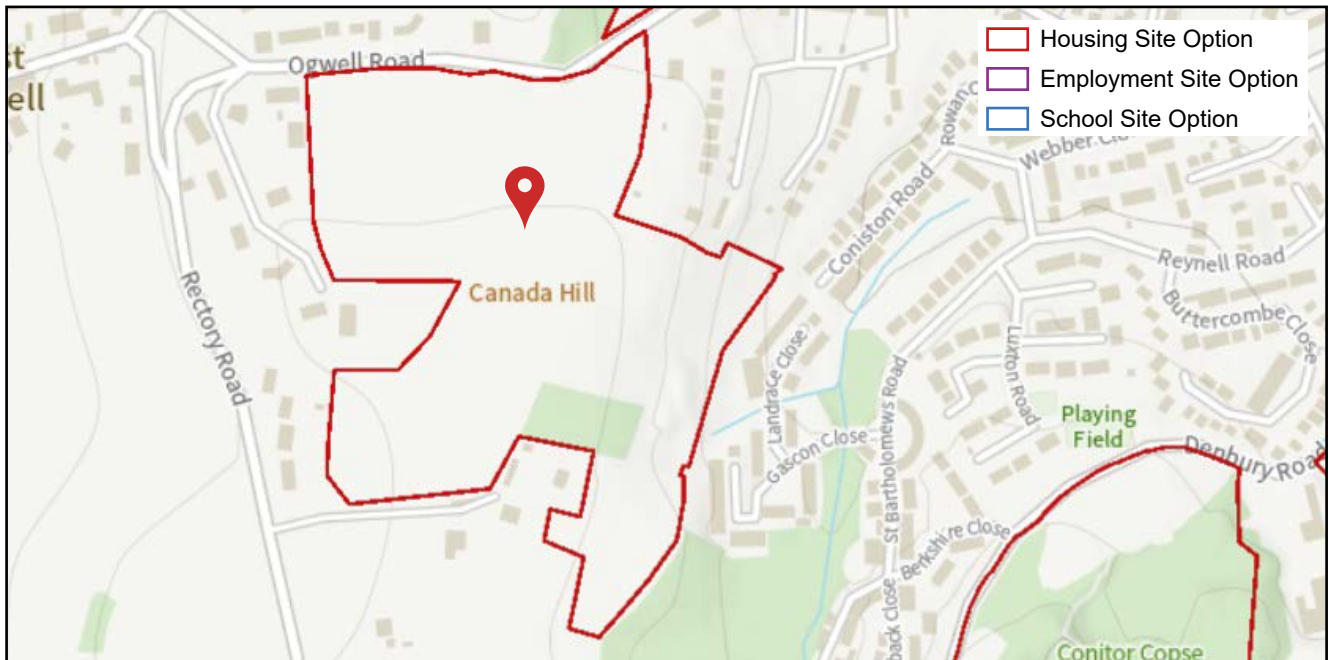
Availability: The availability of the site is unknown.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space/play space
- Further investigation into access
- Improved links to public service transport stops and sustainable travel corridors
- Landscape led approach to prevent coalescence between Ogwell and East Ogwell and to conserve or enhance the approach to East Ogwell Conservation Area and the setting of the

Grade I Listed church of St Bartholomew's

- Retention of the existing boundary hedges and trees and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures and proposed number of houses to be reduced if necessary
- Bat friendly lighting
- Construction techniques to protect soil quality
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Investment in construction skills



12. South of Aller

The site lies to the south of residential development at Aller. It comprises grassed areas with a dense tree strip along north, protected by a Tree Preservation Order. There are mature trees along east and south boundaries also. Zig Zag quarry lies to the south of the site. The site slopes steeply (more than 1:6 gradient) in part.

Site size: Totals size 3.8 hectares, of which 2.4 hectares is developable (omitting steep land).

Indicative number of homes factoring in sensitivities and requirements (see below): 60 - 65 homes

Opportunities

Active travel/Sustainable travel: The site lies more than 2m from Newton Abbot railway station and is approximately 2km from a bus stop served by a frequent bus service. However, it lies within 250m of a cycle route to the town centre and, if improved links to the cycle route were put in place, for the site to access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Highways: There is potential access via Sutherland Close.

Natural Infrastructure: The site is large enough to provide a small network of natural infrastructure including landscaping, play spaces, biodiversity offsetting, tree planting, natural green space. The existing network of hedges and adjacent woodland provide an opportunity for improved ecology network, especially in the steeper, undevelopable areas.

Minerals: There are no minerals constraints affecting the site as the mineral resource at Zig Zag Quarry has been worked.

Flood risk: The site lies within Flood Zone 1 (lowest risk of flooding).

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone and is within 250m of Aller Sand Pit geological SSSI, Oak Park Fields UWS, Oak Park OSWI and Aller Orchard Wood OSWI. It also contains Priority Habitats and habitats and features that supported Protected Species including bats, dormice, curl buntings and great crested newts.

Landscape: Development of the site would reduce the physical separation between Newton Abbot and Kingskerswell.

Safety: The land stability of the former (and now treed) quarry face will need to be investigated.

Drainage: Potential groundwater issues need to be investigated.

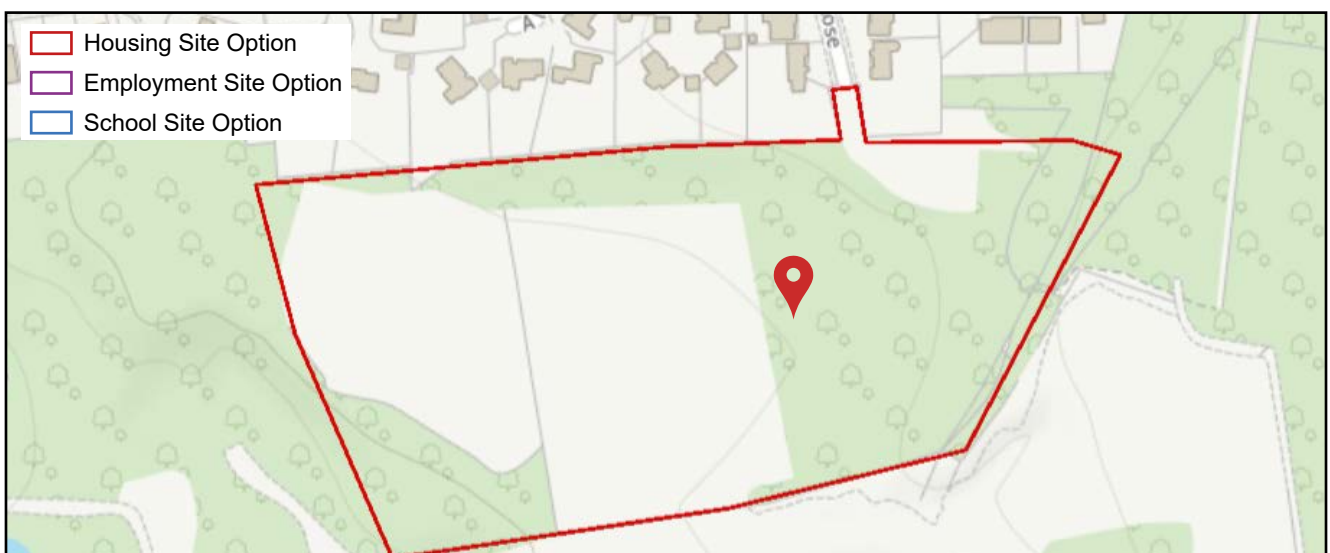
Heritage: There is the possibility of archaeological heritage assets on the site.

Agricultural land: Development would utilise Grade 3 Agricultural Land (third highest grade).

Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Landscape led design retaining separate identities of Newton Abbot (Aller) and Kingskerswell
- Open space/play space/natural space
- Active travel to link with existing sustainable travel options
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Archaeological investigation to inform mitigation measures
- Construction techniques to protect soil quality
- Investigation into land stability of former quarry face (which is now treed)
- Investigation into groundwater conditions
- Archaeological investigation to inform mitigation measures
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Investment in construction skills



13. Caravan Storage at Linden Lea

The site lies on the north western edge of Newton Abbot and adjacent to Local Plan allocation NA2 Whitehill, which is currently under construction. It is a triangular shaped piece of land comprising of a hard surfaced area of caravan storage adjacent to the dwelling, Linden Lea, and its curtilage. The site is enclosed by some trees and hedging.

Site size: Total size 0.6 hectares, of which 0.4 hectares is developable (excluding the dwelling and its curtilage).

Indicative number of homes factoring in sensitivities and requirements (see below): 8 - 12 homes

Relationship with other sites: The site lies adjacent to the NA2 Whitehill development.

Opportunities

Active travel/Sustainable travel: Although the site lies more than 2km from the railway station, it lies adjacent to a bus route, served by a frequent and peak hours service, which would enable travel by public transport to the town centre and beyond and, to the railway station. In addition, a new pedestrian and cycle route is being constructed along the A382 as part of the current road improvements work. Therefore, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Landscape: There are no landscape concerns as the site is set within a context of allocated development and land with a resolution by the Planning Committee to grant planning permission.

Highways: The access would be suitable for development.

Heritage: There are no heritage constraints.

Flood risk: The site lies in Flood Zone 1 (lowest risk of flooding).

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone and is within 250m of Berry Knowles UWS. It is likely to contain Priority Habitats and habitats and features that supported Protected Species including bats, dormice, curl buntings and great crested newts.

Education: Two new primary schools are proposed in the existing Local Plan. If funding is available to deliver both of these schools, they could be expanded to accommodate further development. Otherwise, additional new provision would be required. The size would depend on the level of development. Existing schools in the town have been expanded where feasible. Canada Hill is capable of expansion to 420 places. It is likely that a new secondary provision in the area will be required in the Plan period. This could either be provided as a standalone secondary school or an all through school. The option to expand existing secondary schools or just develop a post-16 education facility is unlikely to meet demand.

Availability: The availability of the site is unknown.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space/pocket play space
- Active travel to link with existing sustainable travel options
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site if possible
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible housing
- Investment in construction skills



Kingskerswell - Overview

Kingskerswell is located in the centre of the plan area between the main towns of Newton Abbot and Torquay to the south with a population of 4,703 (2011 census).

Kingskerswell has a reasonable range of services which include a convenience store, health centre, dispensary, primary and pre-schools, churches, post office, community buildings and a library. The settlement is well served by bus services and has good access to the A380 which runs outside the western side, beyond the railway line and connects residents with Newton Abbot and Torbay areas.

There are limited development opportunities directly adjoining the built up area of Kingskerswell due to its geography and physical constraints. These comprise of potential landscape impacts concerning open breaks between the settlement and Torbay, Newton Abbot and transport corridor buffer on western side.

Even so, given the settlement's full range of amenities and access, development in Kingskerwell could, if planned carefully, provide a sustainable location for new homes. It will depend upon the ability of new development to achieve good walking, cycling and public transport links across the area.

There has been 4 sites identified with development potential at Kingskerswell.

1. Land west of Greenhill Road

A greenfield site lying on western side of Kingskerswell beyond the railway line and backs onto the A380 road corridor. Land is flat to gently sloping in character.

Site size: Total size is 0.91 hectare, of which 0.86 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 14 - 21 homes

Opportunities

Sustainable travel: The site is within 700m of a bus stop, served by frequent and peak hours bus services which links to Newton Abbot and Torbay. The site is within walking distance of the local centre. (680m).

Health and wellbeing: The site is located in an area with green infrastructure associated with wider Aller Valley providing a valuable informal recreation resource.

Minerals: Although within a Mineral Consultation Area for limestone resource due to limited site size and proximity to existing residential use there is no mineral objection.

Education: The local primary school at Kingskerswell does have some limited forecast spare capacity.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Part of the site is within a cirl bunting breeding territory zone. Within great crested newt consultation zone.

Main protected species: Greater Horseshoe Bats, other bat species, dormouse, cirl bunting & great crested newt. Land lies 190m away (to northwest) from Kerswell Down & Whilborough Common County Wildlife Site. Priority Habitat - species-rich hedges also exists on the site.

Heritage: There are two listed buildings adjacent to the southern end of site, Congregational Chapel and 2 Greenhill Road, both Grade II status. Conservation area for Kingskerswell lies in close proximity, 85m to north.

Flood risk: Site lies within Flood Zone 1 (lowest flood risk) a minor strip is within Flood Zone 3.

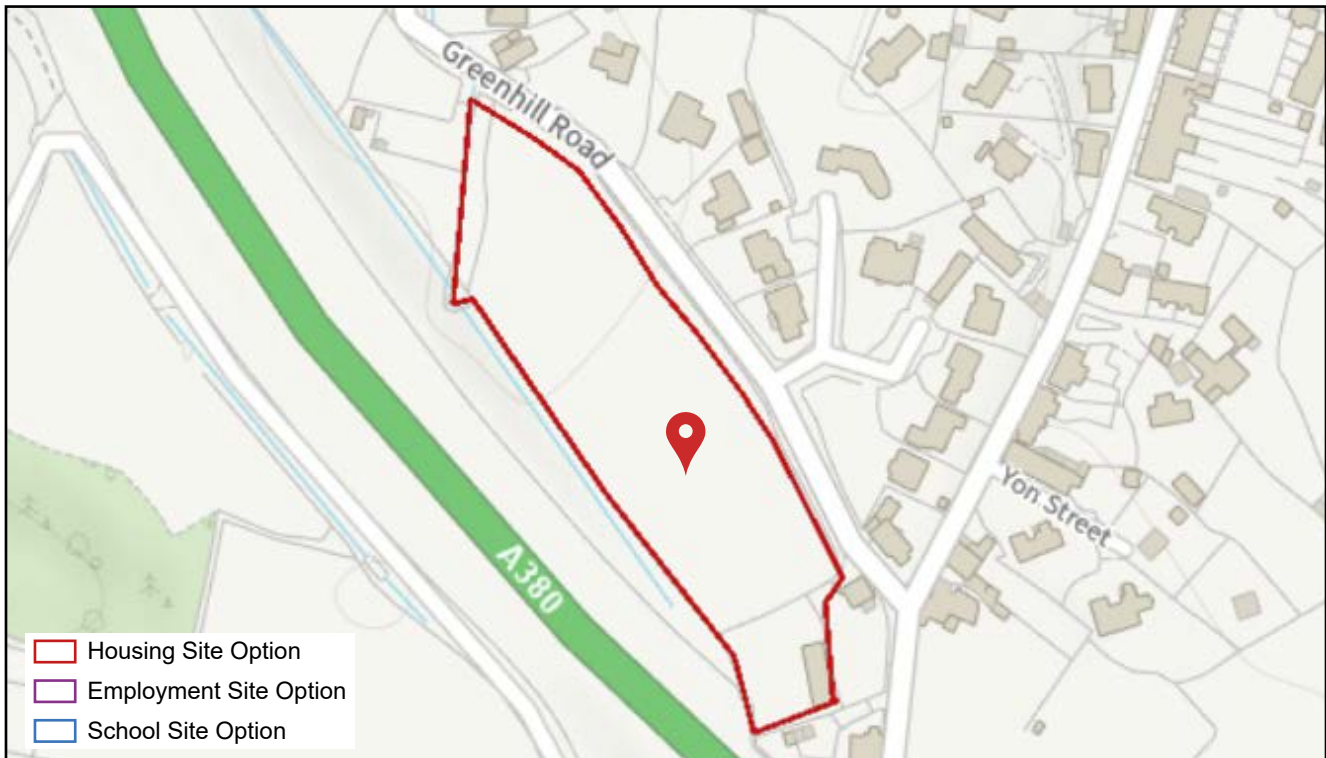
Landscape: There are no specific landscape constraints identified.

Topography: Land is flat to gently sloping in character.

Highways: The site would have to be accessed via Greenhill Road, although the junction of Greenhill Road and Yon Street is quite constrained. There are no existing footways.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – highway improvements would be required
- Ecological mitigation – For bats, in relation to loss of foraging habitat/tree roosts and lighting impacts, mitigation/ compensation needed
- Watercourses – these should be protected with buffers; buildings – a bat roost survey will be needed
- For dormouse, in relation to loss of trees, scrub, hedges and lighting, mitigation/compensation needed
- For Cirl Bunting, a proportional compensation payment will be required
- Design Principles, Parameter Plans, Design Code and Parcel Plans
- High speed digital infrastructure



2 Fluder Farm, Torbay Fringe

Comprises a greenfield site of agricultural land located on the southeast side of Kingskerswell, separated from the built form but adjacent to an existing housing estate on the opposite side of Kingskerswell Road within Torbay administrative area.

Site size: Total size is 7.56 hectares, of which 6.68 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 80 - 120 homes

Opportunities

Sustainable travel: The site is within 700m of a bus stop, served by frequent and peak hours bus services which links to Newton Abbot and Torbay. Access to rail travel will be improved by the forthcoming Edginswell station due to commence construction in Spring 2022.

Green space: The site is large enough to be able to provide for local public open space, play spaces, biodiversity offsetting, allotments, tree planting and natural green space.

Health and wellbeing: The site is located in an area with some green infrastructure, the main recreation ground west of Weavers Way is about 1.5km away from the site

Minerals: No mineral constraint.

Education: The local primary school at Kingskerswell does have some limited forecast spare capacity.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Part of the site is within a curlew breeding territory zone. Within great crested newt consultation zone. Main protected species - Greater Horseshoe Bats, other bat species, dormouse, curlew & great crested newt. Land lies 830m away from county wildlife site at Kerswell Hill to the northwest. Priority Habitat - species-rich hedges also exists on the site.

Heritage: No listed building within or adjacent to the site. Some potential archaeology interest in medieval fields context. The closest listed building (Grade II) is 1, Southey Lane, 980m distant from the site.

Flood risk: Site lies within Flood Zone 1 (lowest flood risk) and within critical drainage area. (southern and eastern margins)

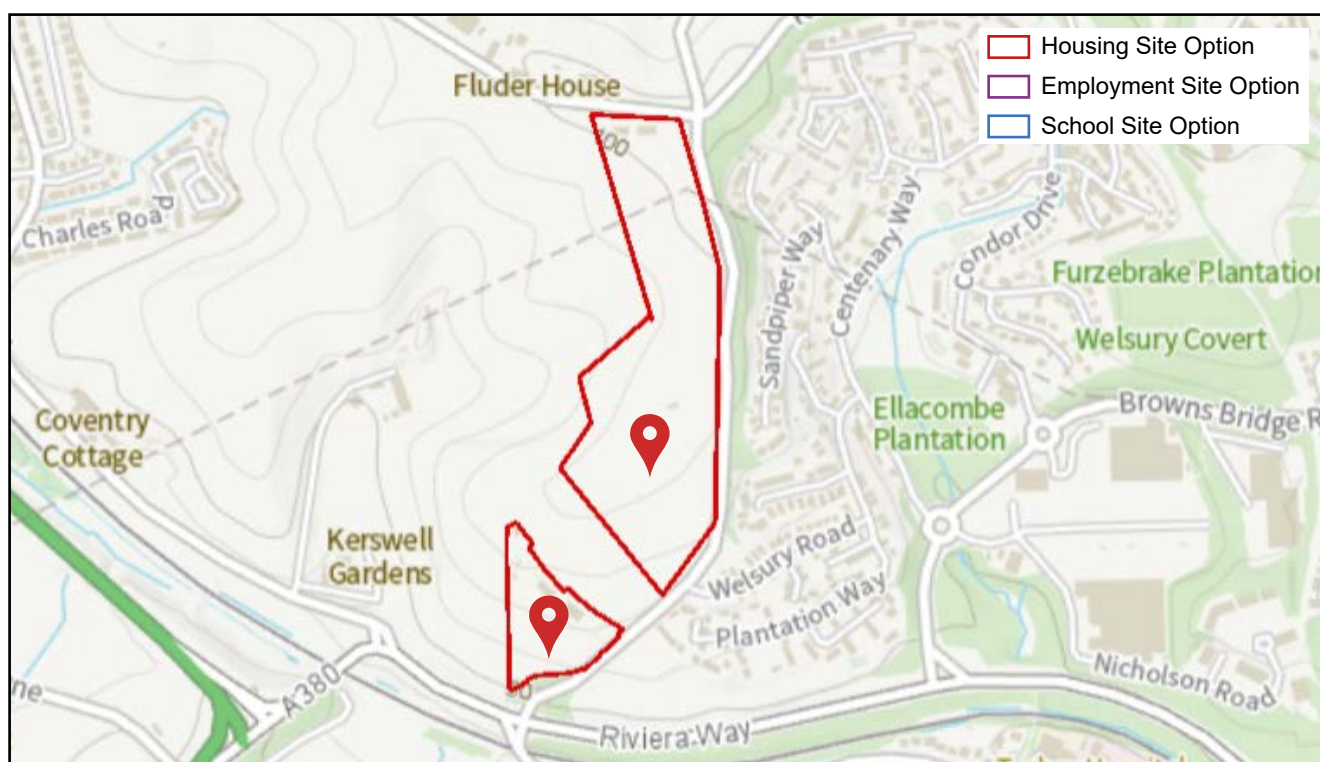
Landscape: Within Strategic Open Break separating Kingskerswell from Torquay built up areas. Land sloping and elevated and likely to be visually prominent. Landscape sensitivity level is high.

Topography: The site contains some sloping land (more than 1:6 grad) in the middle/western section.

Highways: Access to the site would be required via Kingskerswell Road which runs along the eastern edge of the site. Kingskerswell Road adjoins the A380 directly.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including children's play areas & allotments
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self-build plots
- Highways – highway improvements would be required
- Ecological mitigation – For bats, in relation to loss of foraging habitat/tree roosts and lighting impacts, mitigation/ compensation needed, buildings – a bat roost survey will be needed
- For dormouse, in relation to loss of trees, scrub, hedges and lighting, mitigation/compensation needed
- For Cirl Bunting, a standard compensation payment will be required
- Design Principles, Parameter Plans, Design Code and Parcel Plans
- High speed digital infrastructure



3 Vinegrove Torbay Fringe

A mix of greenfield and previously developed land located on south side of Kingskerswell and bordering Torbay. It currently comprises of agricultural land and existing residential use.

Site size: Total size is 1.4 hectares, of which 0.4 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 6 - 10 homes

Opportunities

Sustainable travel: The site is within 300m of a bus stop, served by frequent and peak hours bus services which links to Newton Abbot and Torbay. The site is within walking distance of the Willows shopping centre. (500m) Access to rail travel will be improved by the forthcoming Edginswell station due to commence construction in Spring 2022.

Health and wellbeing: The site is located in an area with some green infrastructure, the main recreation ground west of Weavers Way is about 1.8km away from the site. There are also other outdoor recreation facilities within the bordering Torbay administrative area which are convenient in the Ellacombe area

Minerals: No mineral constraint.

Education: The local primary school at Kingskerswell does have some limited forecast spare capacity.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Much of the site is within a cirl bunting breeding territory zone. Within great crested newt consultation zone. Main protected species - Greater Horseshoe Bats, other bat species, dormouse, cirl bunting & great crested newt. Land lies 500m away from nearest county wildlife site west of Parsons Bridge.

Heritage: No listed building within or adjacent to the site. The closest listed building (Grade II) is 1, Southey Lane, 980m distant from the site.

Flood risk: Site lies within Flood Zone 1 (lowest flood risk) and within critical drainage area (southern end).

Landscape: Within Strategic Open Break separating Kingskerswell from Torquay built up areas. Land sloping and elevated and likely to be visually prominent. Landscape sensitivity level is high.

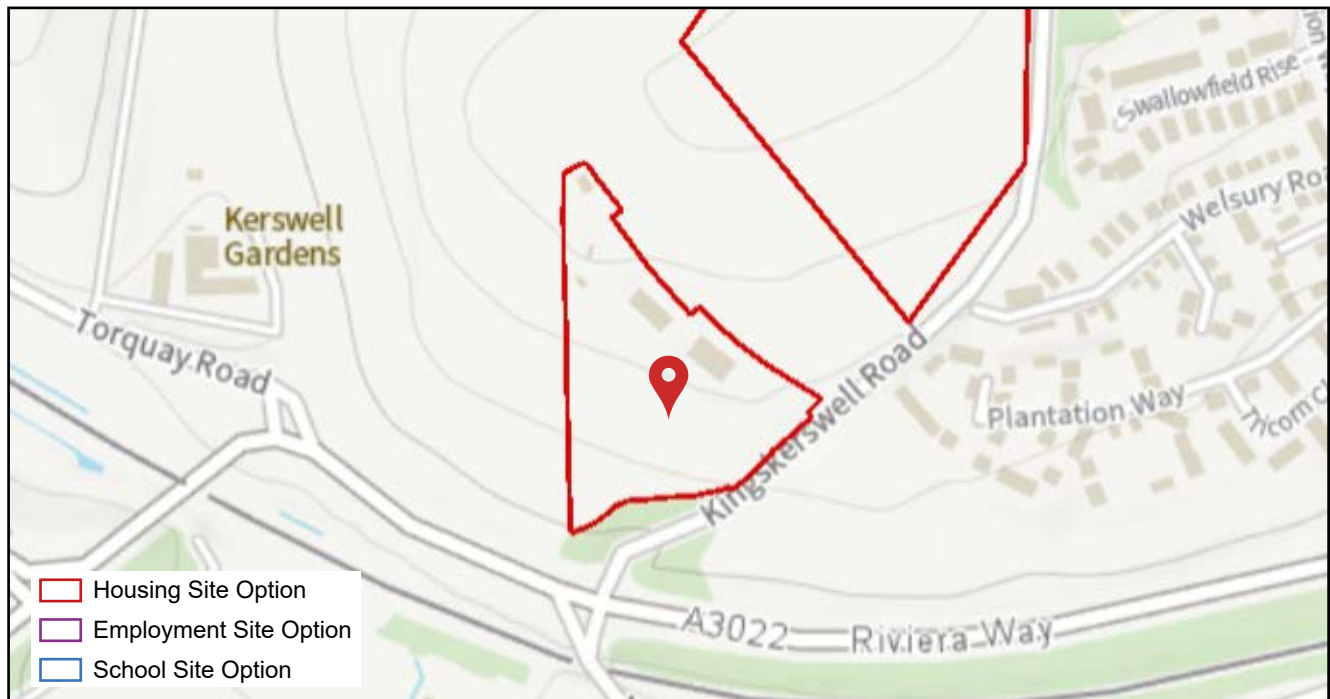
Topography: The majority of the site is sloped by more than 1:6 and 1:3 gradients.

Highways: Access to the site would be required via Kingskerswell Road which runs along the eastern edge of the site. Kingskerswell Road adjoins the A380 directly.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including children's pocket play
- Active travel and roads within development
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- Highways – highway improvements would be required
- Ecological mitigation – For bats, in relation to loss of foraging habitat/tree roosts and lighting impacts, mitigation/ compensation needed, buildings – a bat roost survey will be needed
- For dormouse, in relation to loss of trees, scrub, hedges and lighting, mitigation/compensation needed
- For Cirl Bunting, a proportional compensation payment will be required

- Design Code and Parcel Plans required
- High speed digital infrastructure



4 Zig Zag Quarry

A previously developed site for quarrying purposes, lying at northern end of Kingskerswell, bounded by Torquay Road to west and Underway to south. Consists of quarry area with existing storage and distribution yard and land to rear and extending to Milber Lane.

Site size: Total size is 9.10 hectares, of which 1.61 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 74 - 96 homes

Opportunities

Sustainable travel: The site is within 500m of a bus stop, served by frequent and peak hours bus services which links to Newton Abbot and Torbay.

Health and wellbeing: The site is located in an area with green infrastructure associated with wider Aller Valley providing a valuable informal recreation resource.

Flooding: Site lies within Flood Zone 1 (lowest flood risk)

Minerals: Land is part of operational Zig Zag Quarry but has limited life left as a quarry and there would be no objection to development once extraction has been completed.

Education: The local primary school at Kingskerswell does have some limited forecast spare capacity.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone and on Strategic Flyway with potential to affect habitats and connectivity features. Part of the site is within a cirl bunting consultation zone. Within great crested newt consultation zone. Main protected species - Greater Horseshoe Bats, other bat species, dormouse, cirl bunting & great crested newt. Site lies 430m away from Aller SandPit (Aller gravels) SSSI and Harpins Brake UWS (Broadleaved woodland) 190m to southeast. Priority Habitat – Broadleaved woodland.

Heritage: No heritage concerns relating to Listed Buildings and Conservation Areas. The nearest listed building is The Barn Owl (Grade II) on the other side of Torquay Road, 170m away.

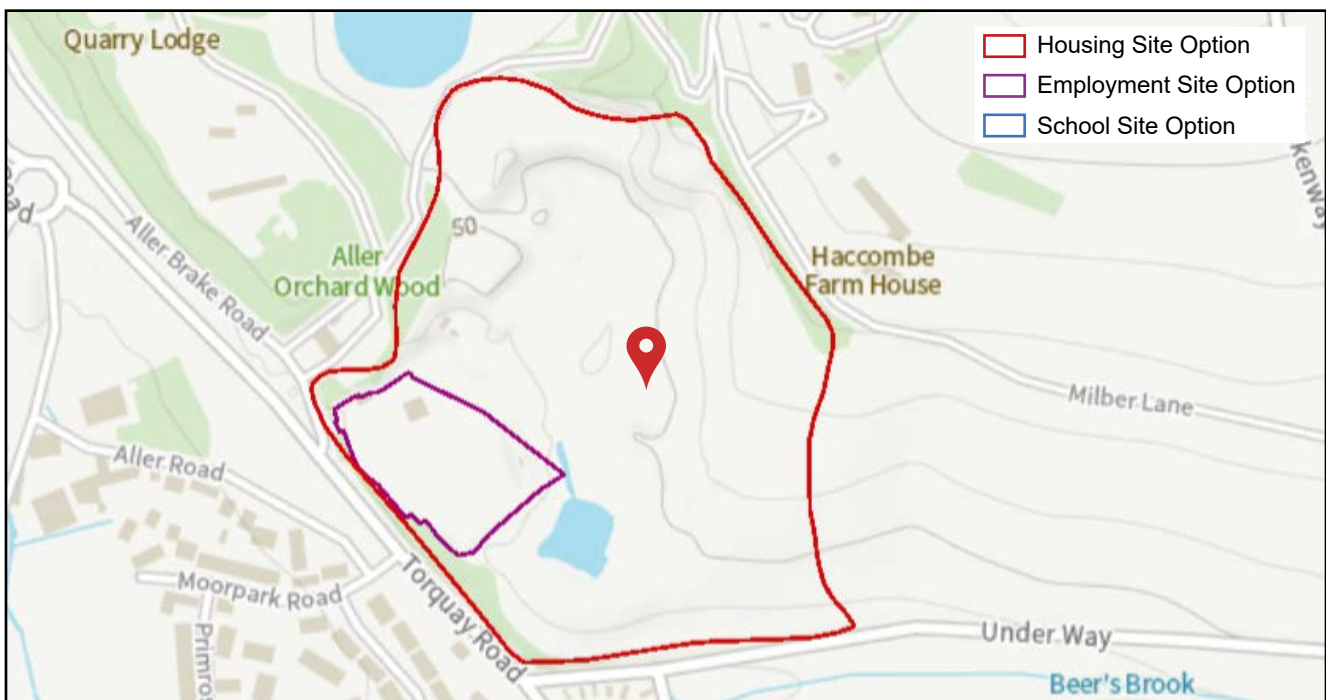
Landscape: Within area designated as strategic open break and landscape sensitivity assessment level is high.

Topography: Land has a sloping profile with gradient of more than 1:3 in places.

Highways: There is an existing access into the quarry which may need to be improved but should be achievable.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local Open space including children's play areas. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – highway improvements may be required. Torquay Road is a C Class County road restricted to 40mph. There has been one "serious" collision in the past at the junction with Aller Brake Road
- Ecological mitigation – For bats, in relation to loss of foraging habitat and lighting impacts, mitigation/ compensation needed. For dormouse, in relation to loss of woods, cat predation and lighting, mitigation/compensation needed
- Design Principles, Parameter Plans, Design Code and Parcel Plans
- High speed digital infrastructure



Kingsteignton - Overview

Kingsteignton lies in the centre of the plan area, immediately to the north of Newton Abbot and with the Teign Estuary to the east. The population is 10,500 (2011 census)

Kingsteignton has a comprehensive range of services which spread well beyond the central

area. These include a number of food stores, wider shopping outlets at the retail park, a doctor's surgery, a dentist, pharmacy, primary and secondary schools, an outdoor swimming pool, a church, post office, community buildings and a library. The town is well served by bus services and has good access to the A380 which forms an eastern border and connects residents with Exeter and Torbay areas.

There are limited development opportunities directly adjoining the built up area of Kingsteignton due to its geography and physical constraints. These comprise of potential landscape impacts and mineral resource implications on north and eastern sections of land beyond the town.

Even so, given the town's strong range of amenities and access, development in Kingsteignton could, if planned carefully, provide a sustainable location for new homes. It will depend upon the ability of new development to achieve good walking, cycling and public transport links across the town and where appropriate Newton Abbot.

There has been seven sites identified with development potential in Kingsteignton.

1. Land at Strap Lane

A greenfield site located on northern side of Kingsteignton. It comprises of a playing field area used for sport such as rugby and has a generally flat topography. Residential properties adjoin the site on three sides.

Site size: Total size is 1.32 hectares, of which 1.32 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 21 - 32 homes

Opportunities

Sustainable travel: Land at Strap Lane is within 500m of a bus stop with a frequent and peak hours bus services to Newton Abbot. It has reasonable connectivity in terms of footway access and public transport routes along Exeter Road and Strap Lane.

Green space: The site will be able to provide for landscaping, play space, tree planting, biodiversity enhancement and restoration.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Education: Some spare capacity within the town following new school being delivered.

Sensitivities

Ecology: The site lies within South Hams SAC, Sustenance Zone of Chudleigh roost, well lit, so unlikely to be used by South Hams SAC bats. West Abbrook Pond & Woodland County Wildlife Site lies 200m to west. Main protected species are bats, including pipistrelle or other light-tolerant species. Great crested newt.

Heritage: No listed building within or adjacent to site. Closest grade II listed building is Sandygate Inn, 200m to north. The site lies adjacent to a Roman road and in an area which shows prehistoric and Roman activity in the surrounding landscape.

Landscape: The site location is abutting and well embedded in existing built development at the edge of Kingsteignton.

Topography: Site has a generally flat topography. Development would lead to loss of playing field area.

Highways: Access not likely to be suitable for a large development.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including children's play areas
- Active travel and roads within development and to nearest main settlement

- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – highway improvements would be required
- Ecological mitigation – For bats, in relation to loss of foraging habitat, mitigation/ compensation needed
- Heritage mitigation – Development would be conditional upon a programme of archaeological work to record any heritage assets affected
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



2. Land east of Rydon

A previously developed site located on eastern side of Kingsteignton close to the A380 road corridor. Part of the land is a former quarry. Most recent use as a salt depot for highways purpose.

Site size: Total size of 3.15 hectares, of which 1.40 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 22 - 34 homes

Opportunities

Sustainable travel: Land east of Rydon is within 400m of a bus stop with a frequent and peak hours bus services to Newton Abbot. It has reasonable connectivity in terms of footway access and public transport routes along Avery Hill/Rydon Road.

Green space: The site will be able to provide for landscaping, play space, tree planting, biodiversity enhancement and restoration.

Health and wellbeing: Site has been identified of potential concern for factory works and filled ground under EH context.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Education: Some spare capacity within the town following new school being delivered.

Sensitivities

Ecology: The site lies within South Hams SAC, Sustenance Zone of Chudleigh roost. Buckley/ Kings Woods (Ancient Woodland) lies 200m to north beyond A380. Wider area forms part

of 'A380 Verge West' Unconfirmed Wildlife Site, identified for semi/unimproved grassland on limestone. Priority habitats comprise woodland, scrub and limestone grassland. Main protected species are greater horseshoe bats and other species, dormouse, common lizard and slow worm. **Heritage:** No listed building within or adjacent to site. Closest grade II listed building is 100m away at Old Rydon Inn.

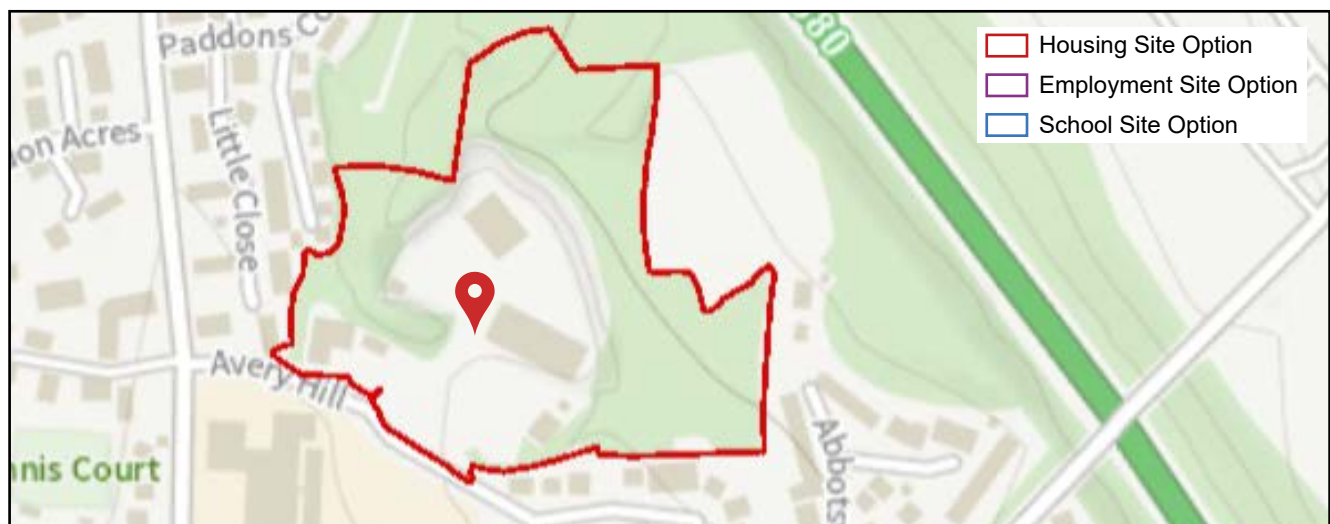
Landscape: Site location is close to the A380 and possible subject to the relative levels of the highway and surrounding land, that development could be visible from the A380. If so, the presence of built development would impact on the perception of Newton Abbot as a nucleated town surrounded by undeveloped countryside

Topography: Eastern side of the site is sloping in character.

Highways: There is an existing access to the depot via Avery Hill.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including children's play areas
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measure
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Ecological mitigation – For bats, in relation to loss of tree roosts, loss of foraging habitat and additional lighting, mitigation/ compensation needed. For dormouse, in relation to loss of trees, scrub and hedges and from lighting, mitigation/compensation needed. For common lizard and slow worm, translocation needed
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



3. Land off Hackney Lane

A greenfield site located on the southeast side of Kingsteignton bounded by the railway line to south and A380 to east. Existing residential use lies beyond the northern side of the land off Woodmere Way.

Site size: Total size of 3.55 hectares, of which 2.74 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 20 homes

Opportunities

Sustainable travel: Land off Hackney Lane is within 800m of a bus stop with a frequent and peak hours bus services to Newton Abbot.

Green space: The site will be able to provide for landscaping, play space, tree planting, biodiversity enhancement and restoration.

Education: Some spare capacity within the town following new school being delivered.

Sensitivities

Ecology: The site lies within South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Land is adjacent to Hackney Marshes County Wildlife Site and Local Nature Reserve. Priority habitats species-rich hedges. Main protected species are greater horseshoe bats and other species such as grey long-eared bats, dormouse & great crested newts.

Heritage: No listed building within or adjacent to site. Closest grade II listed building is 350m away at Greenhill, Greenhill Way. Archaeology, the site contains the location of a cropmark that indicates the presence of a ditched enclosure of unknown date though it may be of some antiquity.

Landscape: Development could erode the landscape setting of Newton Abbot and Kingsteignton.

Flooding: Site lies within Flood Zone 1 with a narrow section of land covered by Flood Zone 3b in northern and western borders. It therefore has a mainly low probability of experiencing fluvial flooding.

Minerals: The site is within a Mineral Consultation Area for the nearby sand and gravel resource. However, this resource is of limited extent and partially constrained by a nature reserve designation and therefore unlikely to be viable for extraction.

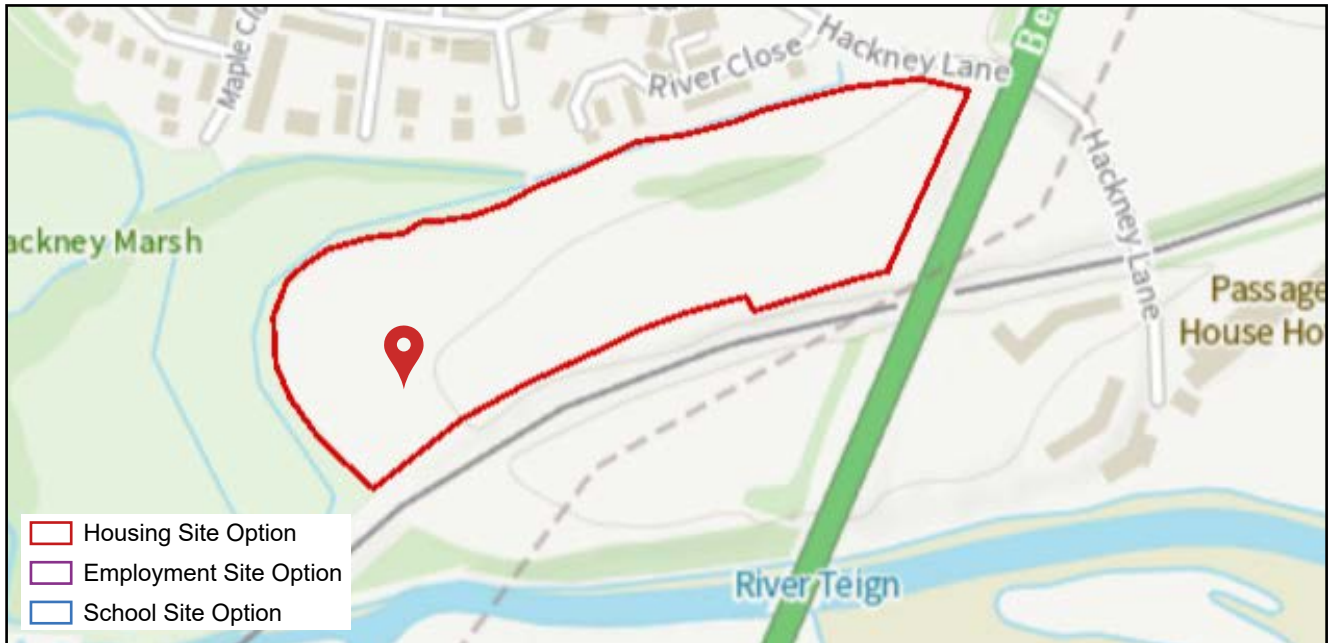
Topography: Parts of the site are sloping in character with a knoll feature in northern section.

Highways: Hackney Lane is narrow with no footway or street lighting and not suitable for large development.

Site Requirements

Carbon neutral development

- Electric vehicle supporting infrastructure
- Open space including children's play areas
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – Development would require improvements and management of the narrowing bridge areas. This would not be suitable for large development
- Ecological mitigation – For bats, in relation to loss of tree roosts, loss of foraging habitat and lighting, mitigation/ compensation needed. For dormouse, in relation to loss of trees, scrub and hedges and from lighting, mitigation/compensation needed
- Landscape mitigation - Development that included good landscape structure could form a more positive strategic break, however this would require the allocation of space for strategic planting
- Heritage mitigation - Any planning application for development here should include sufficient information on the presence and significance of any heritage assets with archaeological interest within the proposed development site
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



4. Greenhill

A previously developed site which lies on the southeast side of Kingsteignton. It comprises of existing business units with yard/parking area. There is a mix of employment and residential uses in the immediate vicinity. Topography is generally flat.

Site size: Total size of 0.23 hectare, of which 0.23 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 8 homes

Opportunities

Sustainable travel: Greenhill is within 400m of a bus stop with a frequent and peak hours bus services to Newton Abbot and town centre.

Green space: The site will be able to provide for landscaping, open space, tree planting, biodiversity enhancement and restoration.

Flooding: Site lies within Flood Zone 1 with no flooding issues.

Minerals: No minerals constraints.

Education: Some spare capacity within the town following new school being delivered.

Sensitivities

Ecology: The site lies within South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Also, Great Crested Newt consultation zone and Cirl Bunting consultation zone. (2km) Main protected species are greater horseshoe bats and cirl bunting & great crested newts.

Heritage: No listed building within or adjacent to site. Closest grade II listed building is about 50m away at Cobwebs to west. Site within conservation area. Archaeology, within early medieval settlement core.

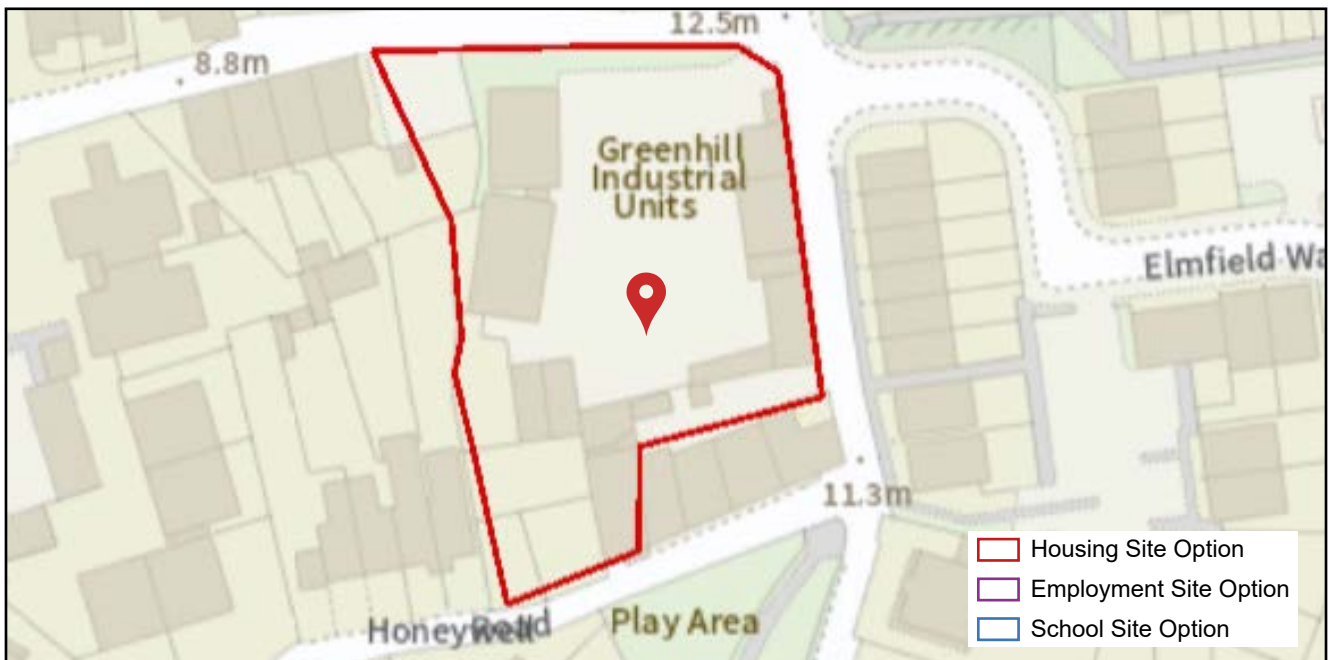
Highways: Parking a premium in this area, roads are narrow with no footway.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including children's pocket play
- Active travel and roads within development
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. /

Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift

- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Affordable housing
- Adaptable home provision
- Ecological mitigation – Retain boundary hedges and tree if possible
- Heritage mitigation – Historic buildings on site will need to be retained and reused. Archaeology requires assessment and evaluation to inform design and mitigation
- Design requirements - Design Code and Parcel Plans



5. Greenhill Way/Hackney Lane

A greenfield site which lies within south east part of Kingsteignton settlement. Land comprises a verge area with several trees and is generally flat in character. Residential uses border along Greenhill Way, Hackney Lane and Ash Road.

Site size: Total size of 0.27 hectare, of which 0.27 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 10 homes

Opportunities

Sustainable travel: Greenhill Way / Hackney Lane is within 500m of a bus stop with a frequent and peak hours bus services to Newton Abbot.

Green space: The site will be able to provide for landscaping, open space, tree planting, biodiversity enhancement and restoration.

Flooding: Site lies within Flood Zone 1 with no flooding issues.

Minerals: No minerals constraints.

Education: Some spare capacity within the town following new school being delivered.

Sensitivities

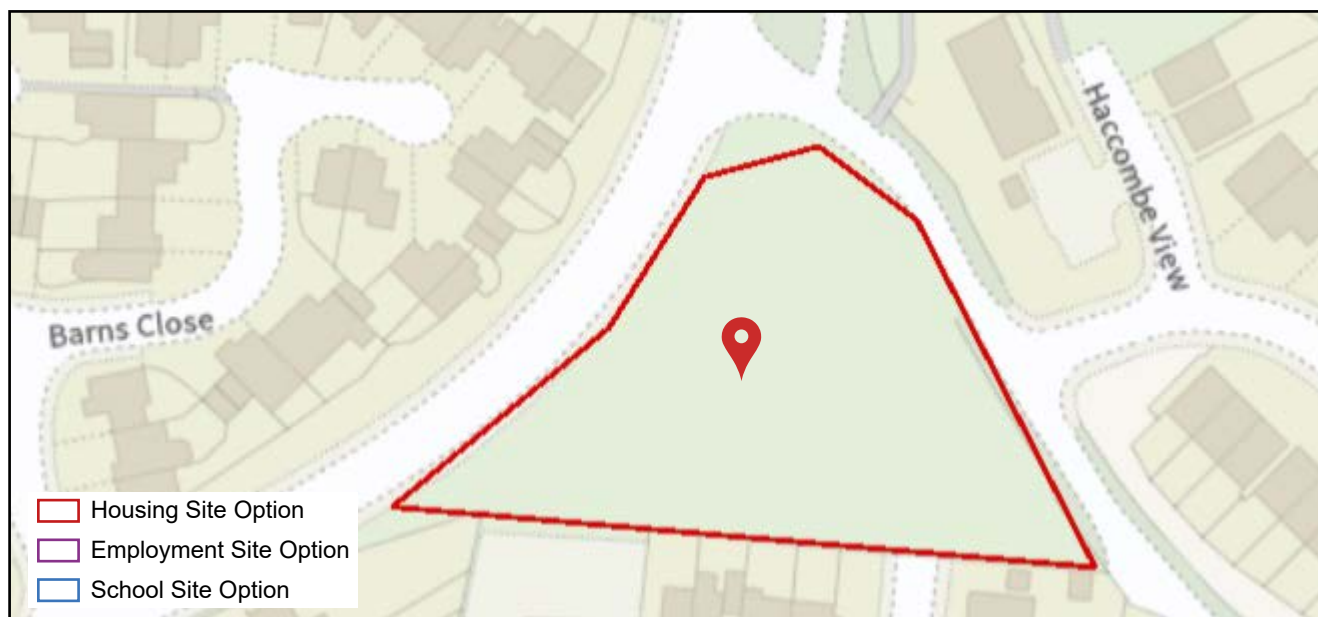
Ecology: The site lies within South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Also, Great Crested Newt consultation zone and Cirl Bunting consultation zone. (2km) Main protected species are greater horseshoe bats and cirl bunting & great crested newts.

Heritage: No listed building within or adjacent to site. Closest grade II listed building is 150m away at Greenhill, Greenhill Way. Conservation area lies within 200m to northwest. Land may have some archaeological potential due to Romano-British activity at Penns Mount.

Highways: Some mitigation may be required.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including children's pocket play/play area
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Affordable housing
- Adaptable and accessible home provision
- Custom and self-build requirement
- Highways – Some mitigation may be required
- Ecological mitigation – Retain boundary hedge to south and as many trees as possible
- Heritage mitigation – Archaeology potential requires assessment and evaluation
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



6. North West of Orchid Vale

A greenfield site which lies within Kingsteignton towards the northern end. Land comprises of a grassed field with significant tree cover along boundaries. It lies within an existing residential area to the east of Exeter Road.

Site size: Total size of 0.48 hectare, of which 0.36 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 5 homes

Opportunities

Sustainable travel: Land northwest of Orchid Vale is within 300m of a bus stop with a frequent and peak hours bus services to Newton Abbot.

Green space: The site will be able to provide for landscaping, open space, tree planting, biodiversity enhancement and restoration.

Flooding: Site lies within Flood Zone 1 with no flooding issues.

Minerals: No minerals constraints.

Education: Some spare capacity within the town following new school being delivered.

Sensitivities

Ecology: The site lies within South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Also, Great Crested Newt consultation zone and Cirl Bunting consultation zone. (2km) Main protected species are greater horseshoe bats and cirl bunting & great crested newts.

Heritage: No listed building within or adjacent to site. Closest grade II listed building is within 300m at Old Rydon Inn to southeast along Rydon Road.

Topography: Land is sloping in the central sections.

Highways: Specific access arrangements need to be determined.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including children's pocket play
- Active travel and roads within development
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Affordable housing
- Adaptable home provision
- Highways – Some mitigation may be required
- Ecological mitigation – Retain boundary trees and hedges
- Design requirements - Design Code and Parcel Plans



7. North of Broadway Road

A previously developed site which lies within Kingsteignton on mid-western side. Comprises of existing business units (some redundant), storage area, hard standing and parking areas. Some green space/landscaping bordering and within site.

Site size: Total size of 1.96 hectares, of which 1.96 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 50 homes

Opportunities

Sustainable travel: Land north of Broadway Road is within 500m of a bus stop with a frequent and peak hours bus services to Newton Abbot.

Green space: The site will be able to provide for landscaping, open space, tree planting, biodiversity enhancement and restoration.

Flooding: Site lies within Flood Zone 1 with no flooding issues.

Education: Some spare capacity within the town following new school being delivered

Sensitivities

Ecology: The site lies within South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Also, Great Crested Newt consultation zone and Cirl Bunting consultation zone (2km). County Wildlife Site woodland on the other side of Broadway Road. Main protected species are greater horseshoe bats and cirl bunting & great crested newts.

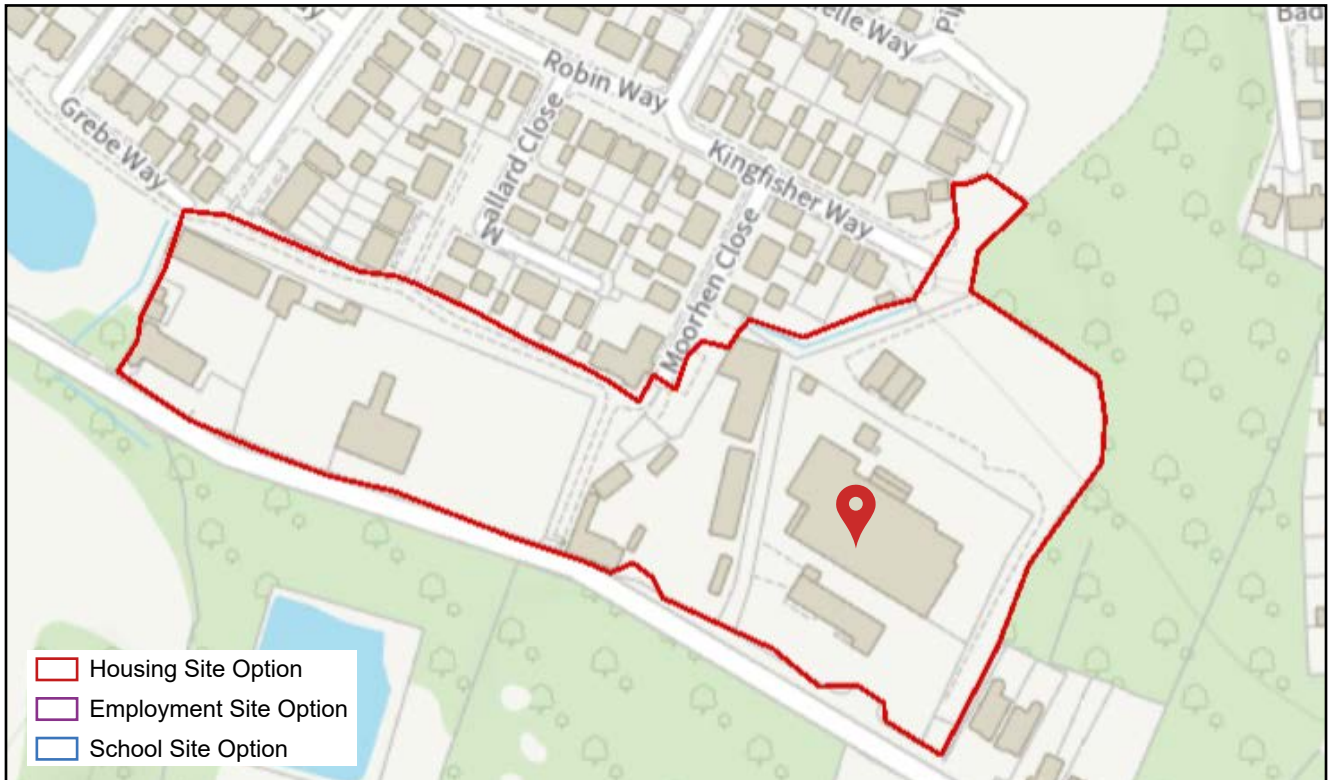
Heritage: No listed building within or adjacent to site. Closest grade II listed building is about 500m away along Gestridge Road to east. (No 41) Some archaeological and industrial archaeological potential covered by site.

Minerals: The site is adjacent to Mineral Safeguarding Area (Industrial Minerals- Ball Clay) and an area with long term planning permission for mineral extraction; although nearby residential development has taken place.

Highways: There are various existing accesses into this site from Broadway Road.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including children's pocket play
- Active travel and roads within development
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Affordable housing
- Adaptable home provision
- 5% custom and self-build plots
- Highways – Some mitigation may be required
- Ecological mitigation – Retention of dark vegetated corridor adjacent to woodland to east. Minimisation of light spill into wood and into County Wildlife Site woodland on the other side of Broadway Road. Retention of internal hedges where possible
- Heritage mitigation - Some archaeological and industrial archaeological potential requires assessment and mitigating
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



Chapter 5: Housing Site Options in the Coastal Towns

Dawlish and Teignmouth

Dawlish - Overview

The Parish of Dawlish lies around the town of Dawlish in the eastern part of the District. It extends to include the defined settlement of Cockwood/Middlewood/Westwood to the north and the undefined settlement of Holcombe to the south west. It is bordered by the sea to the south east and by the River Exe to the north east. The parishes of Starcross, Mamhead and Ashcombe lie to the north west, Bishopsteignton to the west and Teignmouth to the south west. The parish had a population of 13,161 in the 2011 census.

Dawlish is one of the district's main towns. It contains a wide range of local services and facilities, including at least one of the following:

- Bank
- Community hall
- Convenience store/Supermarket
- Dentist
- Dispensary
- Health centre/Doctors' surgery
- Library
- Place of worship
- Post office
- Public house
- Nursery School
- Primary school
- Secondary School

Cockwood/Middlewood/Westwood is a defined settlement with basic facilities, including a community hall, public house and Primary School. Holcombe is an undefined settlement with basic facilities, including a community hall, part-time convenience store, place of worship and public house.

Dawlish, Cockwood and Holcombe are all served by the A379, which runs through the town and villages. This is the primary route through this part of the district and links to Exeter and Torbay. However, there are bottleneck areas in the A379 between Dawlish and Exeter and should large scale development be proposed, it may be necessary to consider additional highway infrastructure beyond the parish. Dawlish, Cockwood and Holcombe all benefit from a daily, half hourly bus service to centres of retail, employment and leisure. Dawlish is served by a railway station. The village of Cockwood does not have a station but lies 1.6km from Starcross station and Holcombe lies almost equidistant between Dawlish and Teignmouth stations, between 2-3km away. In addition, Dawlish and Cockwood are served by a dedicated national cycle route to Exeter, which also passes Dawlish Business Park. This does not extend to Holcombe.

There are numerous development opportunities within the town itself and large areas available for development on its northern, north western and southern edges. Given the proximity of the town to Dawlish Warren SAC and the Exe Estuary SPA, development will require the provision of SANGS, or financial contributions towards such provision. There is also a Critical Drainage Area in the northern part of the town, associated with Shutterton Brook, where surface water run-off from development will need to be managed to mimic greenfield run-off rates. However, given the town's good amenities and access, development in Dawlish could, if planned carefully, provide a sustainable location for new homes. This will depend on the ability of any new development to

achieve good walking, cycling and public transport links with the town, as well as addressing any ecological mitigation and providing appropriate drainage.

Ten sites have been identified within Dawlish.

1. Dawlish North

The site lies to the north of Dawlish and includes land to the west and east of the A379 and immediately north and south of Dawlish Countryside Park. It comprises greenfield land of mainly fields enclosed by hedgerows and is adjacent to development at Shutterton Lane to the south.

Site size: Total size 38.75 hectares, of which 37.5 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements (see below): 696 - 922 homes

Opportunities

Active travel/Sustainable travel: The site lies within 500m of a bus stop, served by a frequent bus service and the easternmost part of the site lies approximately 900m from a national cycle route and the South West Coast path. Subject to the provision of good quality sustainable travel links to both nearby bus stops, which link to the station, and to the national cycle route, which also links to the stations at both Dawlish and Dawlish Warren, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Minerals: There are no minerals constraints affecting the site.

Natural Infrastructure: The site is large enough to provide for a network of natural infrastructure, including landscaping, play spaces, biodiversity offsetting, allotments, tree planting and natural green space. The existing network of hedges also provides an opportunity for improved ecology networks.

Heritage: There are no designated heritage assets on the site. The nearest designated heritage assets are two Grade II Listed Buildings at Shutterton Farm and Barn, approximately 160 metres away.

Health and Wellbeing: The site lies adjacent to Dawlish Countryside Park, providing opportunities for recreation and healthy lifestyles.

Built Environment: The large scale of the site offers opportunities to provide good layout and design, incorporating sustainable travel links and open spaces.

Sensitivities

Ecology: The site lies within the recreational buffer of Exe Estuary SPA/Ramsar Site and Dawlish Warren SAC. It is also close to the SSSIs of Exe Estuary, Dawlish Warren and Dawlish Cliffs, and partly within the South Hams SAC Landscape Connectivity Zone. The site contains parts of Port Road CWS (designated for curl buntings) and contains Priority Habitats, and habitats and features, that support Protected Species including bats, badgers, barn owls, reptiles, curl buntings and dormice.

Flood Risk, Water Quality and Drainage: The vast majority of the site lies within Dawlish Warren Critical Drainage Area.

Landscape: The site would extend development along the A379 and could reinforce the linear form of development.

Heritage: There is the possibility of archaeological heritage assets on the site.

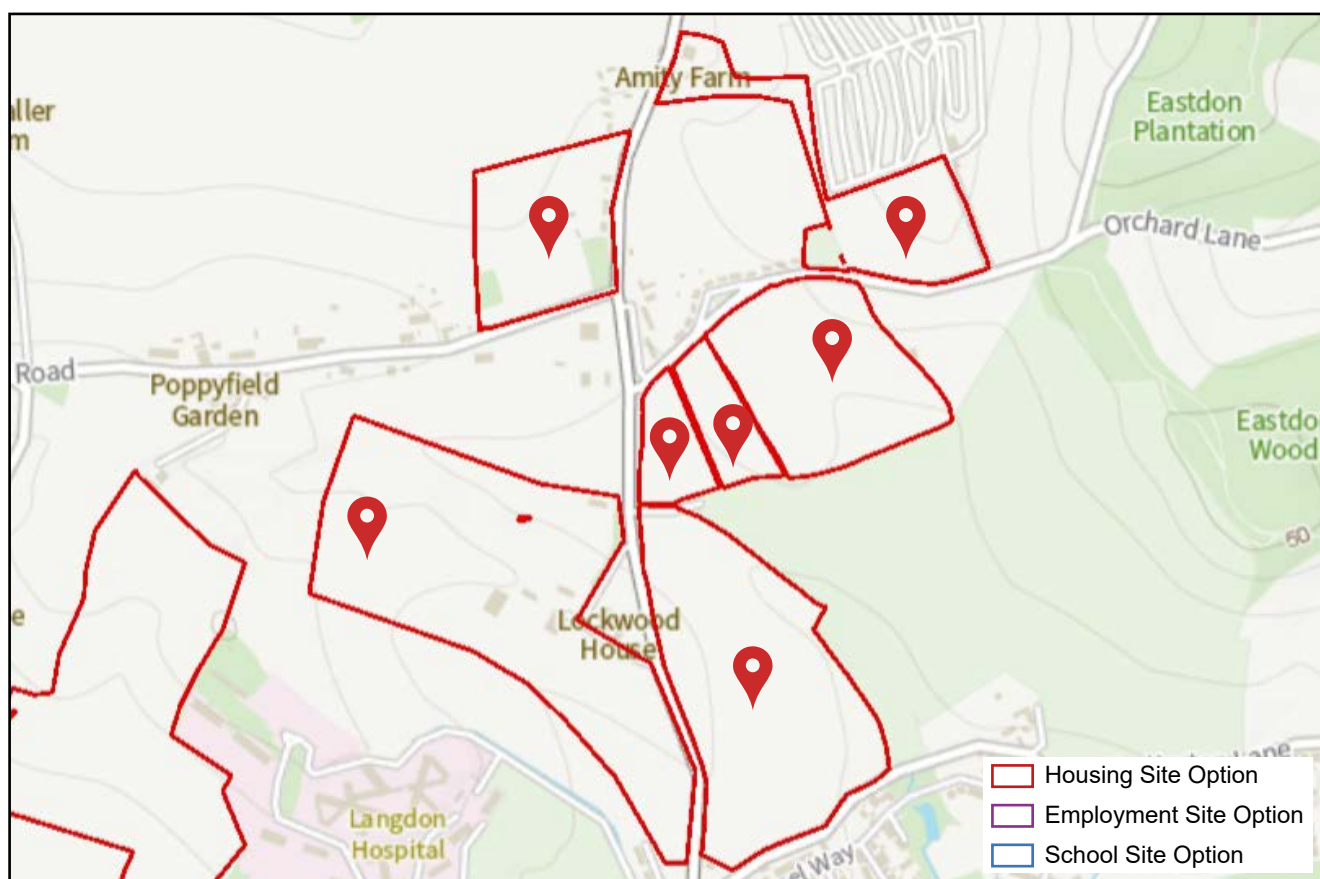
Agricultural land: the site would develop Grade 1 (highest grade) Agricultural Land.

Education: The proposed level of development in Dawlish (c.1000) could help to generate the funding and numbers required to justify a new primary school (site of 1.9ha will be required) rather than an expansion to the existing one, which should be provided as part of new development in the north of the town. The level of development proposed will require additional secondary facilities, and an expansion at the existing secondary school will be required.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Landscape led design

- Open space/play space/allotments/other sport and leisure facilities
- Possible highway improvements
- Active travel to link with existing sustainable travel options
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Construction techniques to protect soil quality
- Surface water run-off rates to mimic greenfield rates
- Archaeological investigation to inform mitigation measures
- Small to medium scale employment generating uses
- Small neighbourhood hub, including convenience store
- Primary School
- Investment in construction skills, including an Employment and Skills Plan
- Affordable housing
- Adaptable and accessible housing
- 5% custom build plots



2. Langdon Hospital

The site lies to the north west of Dawlish, extending from west of Langdon Hospital south westwards to Langdon Farm. It comprises mainly agricultural fields enclosed by hedgerows, with two watercourses through the site (Shutterton Brook and tributary).

Site Size: Total size 54.25 hectares, of which 45.14 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements (see below): 839- 1,084 homes

Relationship with existing allocations and other potential LP sites/other strategic infrastructure: Part of the site lies adjacent to the existing development site of DA2.

Opportunities

Active travel/Sustainable travel: The site would be able to link into the sustainable travel networks of the adjacent development and would be sufficiently large to provide for active travel through the site. Subject to the provision of good quality sustainable travel links to both nearby bus stops, which also link to the railway station, and to pedestrian and cycle routes, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Minerals: There are no minerals constraints affecting the site.

Natural Infrastructure: The site is large enough to provide for a network of natural infrastructure, including landscaping, play spaces, biodiversity offsetting, allotments, tree planting and natural green space. The existing network of hedges and watercourses also provides and opportunity for improved ecology networks.

Heritage: There are no designated heritage assets on the site.

Built Environment: The large scale of the site offers opportunities to provide good layout and design, incorporating sustainable travel links and open spaces.

Potential for employment generating uses (non-industrial): The site may be large enough to provide a small area for employment use, compatible with the residential use.

Sensitivities

Ecology: The site lies within the recreational buffer of Exe Estuary SPA/Ramsar Site and Dawlish Warren SAC. It is also close to the SSSIs of Exe Estuary, Dawlish Warren and Dawlish Cliffs, and partly within the South Hams SAC Landscape Connectivity Zone. The site contains parts of Langdon Fields CWS (designated for cirl buntings) and contains Priority Habitats, and habitats and features, that support Protected Species including bats, badgers, barn owls, reptiles, cirl buntings and dormice.

Flood risk and Drainage: The site lies within the CDA associated with Shutterton Brook and parts are within Flood Zones 2 and 3 (although the developable area has omitted parts in Flood Zone 3 - highest risk of flooding).

Landscape: Development of the higher or north facing slopes of the site would be more conspicuous in the landscape.

Heritage: There is the possibility of archaeological heritage assets on the site.

Agricultural land: the site would develop Grades 1 and 2 (highest grades) Agricultural Land.

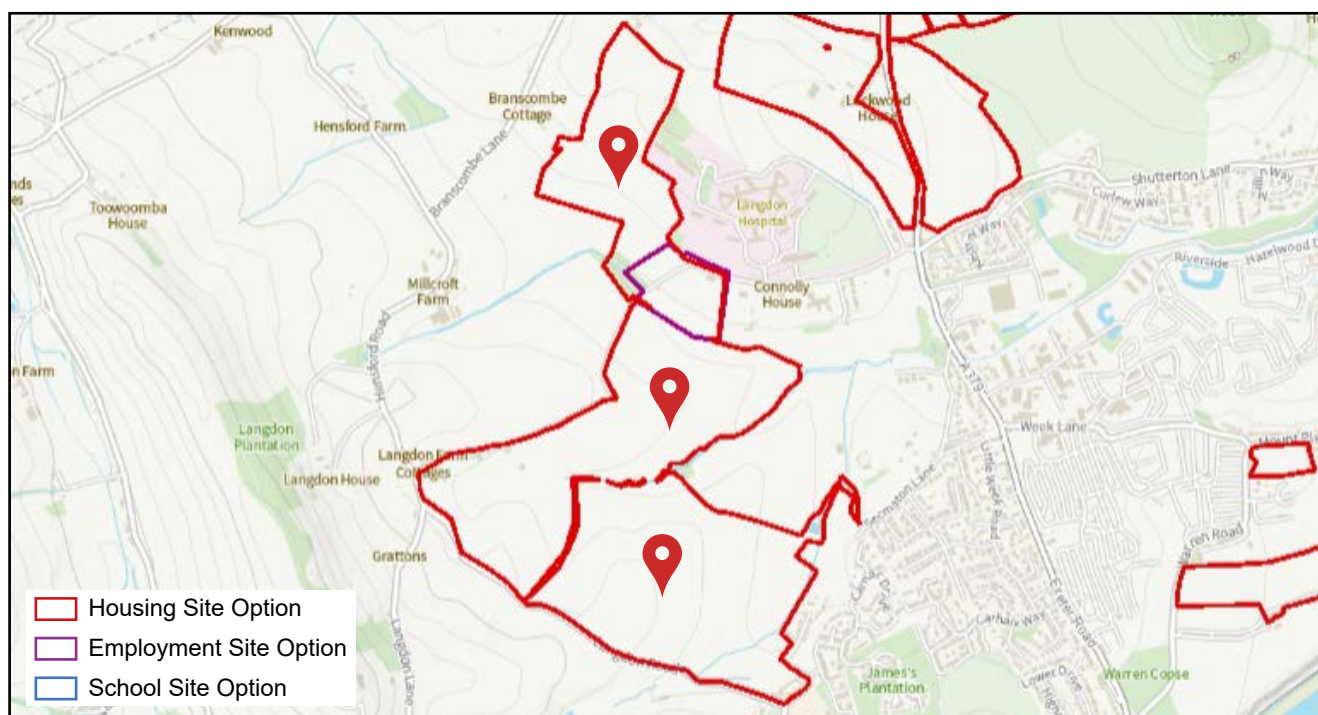
Timing of Delivery: The development of this site depends on the timing of construction of the adjacent development at DA2, including the construction of the link road. Therefore, this site may only be deliverable in the later stages of the Local Plan period and may be limited to the areas of the site closest to this development.

Education: The proposed level of development in Dawlish (c.1000) could help to generate the funding and numbers required to justify a new primary school (site of 1.9ha will be required) rather than an expansion to the existing one, which should be provided as part of new development in the north of the town. The level of development proposed will require additional secondary facilities, and an expansion at the existing secondary school will be required.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Landscape led design
- Open space/play space/allotments/other sport and leisure facilities
- Possible highway improvements
- Active travel to link with existing sustainable travel options
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Provision, or contribution towards the provision, of SANGS
- Bat friendly lighting
- Construction techniques to protect soil quality

- Surface water run-off rates to mimic greenfield rates
- Archaeological investigation to inform mitigation measures
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Medium to large scale employment generating uses within mixed use area
- Neighbourhood hub with shops and services, including small supermarket and community building
- Primary School
- Investment in construction skills, including an Employment and Skills Plan



3. Land at Warren Farm

The site lies to north east of Dawlish, between Dawlish and Dawlish Warren. It comprises 2 parcels of land. The larger parcel of land is flat, gently sloping pasture land with hedge boundaries and a coastal aspect, with a small frontage onto Warren Road. There is a telecommunication mast on north west border and adjacent to sewage works to north. The smaller parcel of land lies at the corner of Warren Road and Mount Pleasant and is a flat, grassed area, enclosed by hedges.

Site Size: 9.22 hectares is developable, which may be reduced due to buffer needed from the sewage treatment works and from edge of cliff.

Indicative number of homes factoring in sensitivities and requirements (see below): 93 - 128 homes

Opportunities

Active travel/Sustainable travel: The site lies between 700m and 1.5km away from a station (it is approximately equidistant between Dawlish and Dawlish Warren railway stations) and there would be easy access along an existing footway to the A379, which is also served by a frequent bus service. In addition, the site lies adjacent to a national cycle trail and the South West Coast footpath, which link to the town centre and to Dawlish Warren. Subject to the provision of good quality sustainable travel links to both nearby bus stops and to existing pedestrian and cycle routes, the site could access services and employment opportunities facilities on foot, bicycle, bus and rail.

Flood risk, Water Quality and Drainage: The vast majority of the site lies outside the Critical Drainage Area and is within Flood Zone 1 (lowest risk of flooding).

Heritage: There are no designated heritage assets on or adjacent to the site.

Minerals: There are no minerals constraints affecting the site.

Natural Infrastructure: The site is large enough to provide a network of green infrastructure, including landscaping, play spaces, biodiversity offsetting, allotments, tree planting and natural green space.

Health: The site lies adjacent to the South West Coast footpath and a national cycle route, both of which access the beach at Dawlish Warren, approximately 500 metres away.

Sensitivities

Ecology: The site lies within the recreational buffer of Exe Estuary SPA/Ramsar Site and Dawlish Warren SAC. It is also close to the SSSIs of Exe Estuary, Dawlish Warren and Dawlish Cliffs (also an UWS). It lies within 250m of Langston Rock CWS and it contains Priority Habitats, and habitats and features, that support Protected Species including bats, curl buntings and dormice. It is within a Rebuilding Devon Nature area (although development may provide opportunities to improve biodiversity).

Landscape: The site lies adjacent to the Undeveloped Coast designation - it was omitted from this designation as it was originally intended as the location for Dawlish Countryside Park - now provided in the north of the town.

Heritage: There is the possibility of archaeological heritage assets on the site.

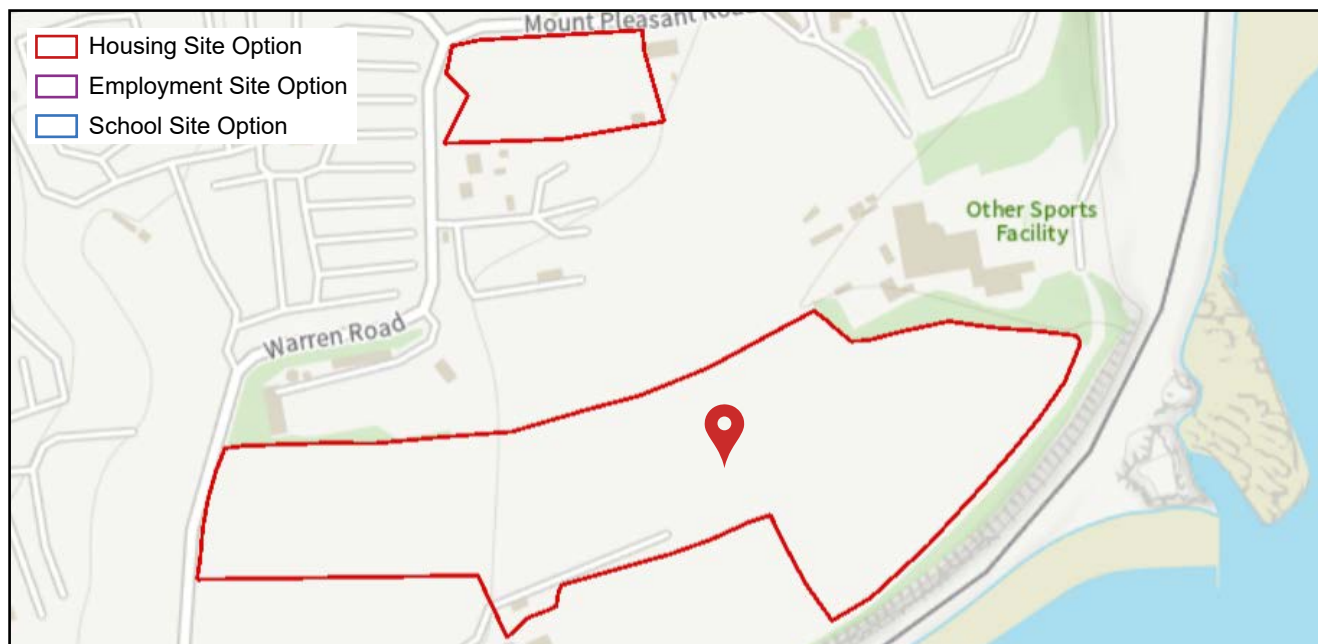
Amenity: The presence of a telecommunications tower and sewage treatment works adjacent to the site would affect the amenity of residential development in part of the site.

Agricultural Land: The site would utilise Grade 1 (highest grade) agricultural land.

Education: The proposed level of development in Dawlish(c.1000) could help to generate the funding and numbers required to justify a new primary school (site of 1.9ha will be required) rather than an expansion to the existing one and should be provided as part of new development in the north of the town. The level of development proposed will require additional secondary facilities, and an expansion at the existing secondary school will be required.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Landscape led design
- Open space/play space/allotments
- Possible highway improvements
- Active travel to link with existing sustainable travel options
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Contribution towards the provision of SANGS
- Bat friendly lighting
- Construction techniques to protect soil quality
- Buffer from sewage treatment works and telecommunications tower to protect amenity
- Archaeological investigation to inform mitigation measures
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Investment in construction skills including an Employment and Skills Plan



4. Land at Teignmouth Road

The site lies at southern extent of Dawlish, adjacent to the settlement limit. It contains some steep gradients within the southern section, and to either side of the small watercourse that runs through the site. There are flatter sections in north, which is immediately adjacent to the existing residential development.

Site size: Total size of 20.11 hectares, of which 10.3 hectares is developable (omitting land that slopes greater than a 1:6 gradient)

Indicative number of homes factoring in sensitivities and requirements: 220 homes

Opportunities

Active travel/Sustainable travel: The site is within 500 metres of a bus stop, served by a frequent service, and is approximately 1.5km from Dawlish station. It is within 400m of the South West Coast footpath, which links with the town centre. Subject to the provision of good quality sustainable travel links to both nearby bus stops and existing pedestrian and cycle routes, the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Ecology: The watercourse within the site and adjoining steep areas that are unsuitable for development offer an opportunity to improve wildlife habitats and corridors.

Natural Infrastructure: The site is large enough to provide a network of green infrastructure, including landscaping, play spaces, biodiversity offsetting, allotments, tree planting and natural green space.

Flood risk: The site lies within Flood Zone 1 (lowest flood risk). There are no flood zones associated with the small watercourse through the site.

Heritage: There are no designated heritage assets on or adjacent to the site.

Minerals: There are no minerals constraints affecting the site.

Health and wellbeing: The site is within 400 metres of the South West Coast path and is within 500 metres of Oaklands Park providing opportunities for healthy lifestyles.

Sensitivities

Ecology: The site lies within the recreational buffer of Exe Estuary SPA/Ramsar Site and Dawlish Warren SAC. It is also close to the SSSIs of Exe Estuary, Dawlish Warren and Dawlish Cliffs, and within the South Hams SAC Landscape Connectivity Zone. The site is adjacent to Oakleigh Farm UWS and within 250m of the Smugglers Inn UWS. It contains Priority Habitats, and habitats and features, that support Protected Species including bats, curlew buntings and dormice.

Landscape: Development of the site would reduce the physical separation between Dawlish and Holcombe. Physical development would be restricted to the fields adjacent to the existing

settlement, as the land to both sides of the small watercourse, which runs through the site, is unsuitable for development due to steep topography.

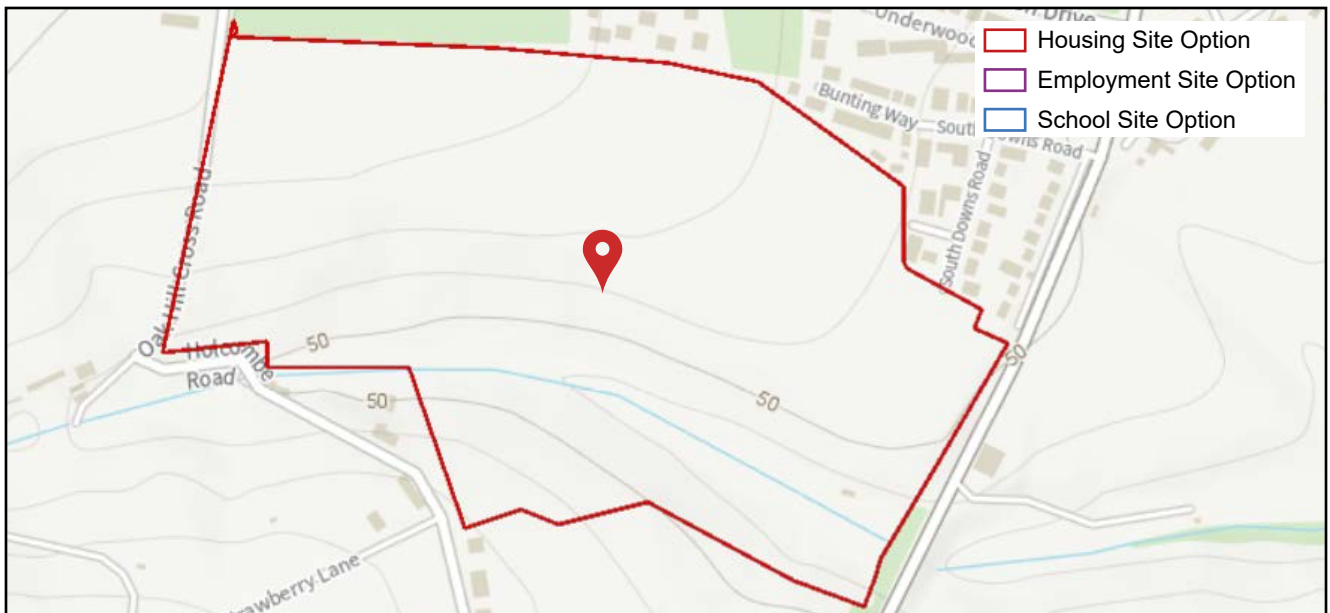
Heritage: There is the possibility of archaeological heritage assets on the site.

Agricultural land: The site would utilise Grade 2 (second highest) agricultural land.

Education: The proposed level of development in Dawlish (c.1000) could help to generate the funding and numbers required to justify a new primary school (site of 1.9ha will be required) rather than an expansion to the existing one and should be provided as part of new development in the north of the town. The level of development proposed will require additional secondary facilities, and an expansion at the existing secondary school will be required.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Landscape led design with development limited to fields closest to existing development
- Open space/play space/allotments
- Highway improvements including a controlled crossing point and possibly a right turn lane
- Active travel to link with existing sustainable travel options
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Contribution towards the provision of SANGS
- Bat friendly lighting
- Improvements to habitats corridor for ecology
- Construction techniques to protect soil quality
- Archaeological investigation to inform mitigation measures
- Affordable housing
- Adaptable and accessible housing
- 5% custom and self build plots
- Investment in construction skills, including an Employment Skills Plan



5. Redundant Listed Buildings at 13 Weech Road, Dawlish

The site lies within the built up area of Dawlish, towards the western edge. It comprises a Grade II listed farmhouse and farm building, enclosed by brick walling along the road and is bordered by residential development. The redevelopment of the existing buildings is considered brownfield development.

Site size: 0.17 hectares

Indicative number of homes factoring in sensitivities and requirements: 7 homes

Opportunities

Active travel/Sustainable travel: The site lies within 1km of a bus stop, served by a frequent bus service and 1.3km from Dawlish station and a national cycle route. There are existing footway links through the town which would enable the site to access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Heritage: Development of the site has the potential to involve a sensitive restoration and conversion of the existing listed buildings into small residential units.

Minerals: There are no minerals constraints affecting the site.

Highways: The existing access would be suitable for a small number of homes.

Sensitivities

Ecology: The site lies within the recreational buffer of Exe Estuary SPA/Ramsar Site and Dawlish Warren SAC . It is also close to the SSSIs of Exe Estuary, Dawlish Warren and Dawlish Cliffs. The building contains bat roosts of 6 species. The site is within 250m of CWSs of Langdon Fields and Luscombe Castle CWSs and within 250m of UWS Aller Hill Pond.

Heritage: Unlikely to be suitable for new build homes.

Flood risk: Some risk from surface water flooding/ponding within the site.

Education: The proposed level of development in Dawlish (c.1000) could help to generate the funding and numbers required to justify a new primary school (site of 1.9ha will be required) rather than an expansion to the existing one and should be provided as part of new development in the north of the town. The level of development proposed will require additional secondary facilities, and an expansion at the existing secondary school will be required.

Availability: The site has not yet been confirmed as available.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Sensitive restoration of listed buildings and no new homes - consideration of the benefits of co-living scheme to minimise interference with listed structures
- Open space
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Contribution towards the provision of SANGS
- Bat friendly lighting
- Sustainable drainage to overcome flood risk



6. Daw Vale Nursing Home

The brownfield site lies within the built up area of Dawlish between Westcliffe Road and Barton Lane. It comprises a detached two storey nursing home set in a sizeable plot. There are mature trees along north and part south boundaries and public footpaths along the north and west boundaries.

Site size: Total size 0.59 hectares, all of which is developable.

Indicative number of homes factoring in sensitivities and requirements: 18 homes.

Planning status: The site has full planning permission for 18 dwellings, granted on 21 December 2020 under reference 19/00043/MAJ.

Opportunities

Active travel/sustainable travel: The site lies within 1km of Dawlish station and bus stops served by a frequent bus service. In addition, the site lies within 1km of the South West Coast footpath and a national cycle trail, and lies adjacent to 2 public footpaths. Therefore the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Highways: The Highway Authority has confirmed acceptance of the plans submitted with the planning application, demonstrating that a suitable vehicular access can be secured.

Heritage: There are no listed buildings within or adjacent to the site.

Minerals: There are no minerals constraints affecting the site.

Efficient use of land: The site involves the redevelopment of an urban piece of brownfield land.

Sensitivities

Ecology: The site lies within the recreational buffer of Exe Estuary SPA/Ramsar Site and Dawlish Warren SAC . It is also close to the SSSIs of Exe Estuary, Dawlish Warren and Dawlish Cliffs. The site contains habitats (trees and buildings) that support protected species. The site is also within 250m of UWS Aller Hill Pond.

Flood risk: Some risk from surface water flooding/ponding within the site.

Heritage: The site lies adjacent to Dawlish Conservation Area.

Education: The proposed level of development in Dawlish (c.1000) could help to generate the funding and numbers required to justify a new primary school (site of 1.9ha will be required) rather than an expansion to the existing one and should be provided as part of new development in the north of the town. The level of development proposed will require additional secondary facilities, and an expansion at the existing secondary school will be required.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Sensitive boundary treatment onto Barton Lane
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Retention of trees
- Provision of play space/pocket play
- Contribution towards the provision of SANGS
- Bat friendly lighting
- Sustainable drainage to overcome surface water flood risk
- Investment in construction skills



7. Parking/Grassed area to east of 1 - 50 Lanherne

The brownfield site lies within the built up area of Dawlish, in a coastal location close to the town centre. It is bordered by A379 to north and by the station car park to the south east. It comprises a grassed area with some trees immediately east of the car park serving 1-50 Lanherne. The site is owned by Teignbridge District Council.

Site size: Total size 0.1 hectare, all of which is developable.

Indicative number of homes factoring in sensitivities and requirements (see below): 5 homes

Opportunities

Active travel/Sustainable travel: The site lies within 500 metres of both the railway station and bus stops served by a frequent bus service. In addition, the site is adjacent to the South West Coast footpath and a national cycle route. Subject to the provision of good quality sustainable travel links to the adjacent footpath/cycle route the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Flood risk: The site is within Flood Zone 1 (lowest flood risk).

Highways: The existing access serving the adjacent development at 1 - 50 Lanherne could be used.

Minerals: There are no minerals constraints affecting the site.

Efficient use of land: The development of this site would utilise a brownfield site close to the town centre of Dawlish.

Specific housing types: The site would be particularly suitable for housing for older people as it has level access to the town centre and public transport.

Sensitivities

Ecology: The site lies within the recreational buffer of Exe Estuary SPA/Ramsar Site and Dawlish Warren SAC. It is also adjacent to the SSSI and UWS of Dawlish Cliffs. The may contain Priority Habitats and provides a buffer to the adjacent SSSI/UWS.

Heritage: The site is within Dawlish Conservation Area and historic walls should be retained. Site of former coastguard station may need recording.

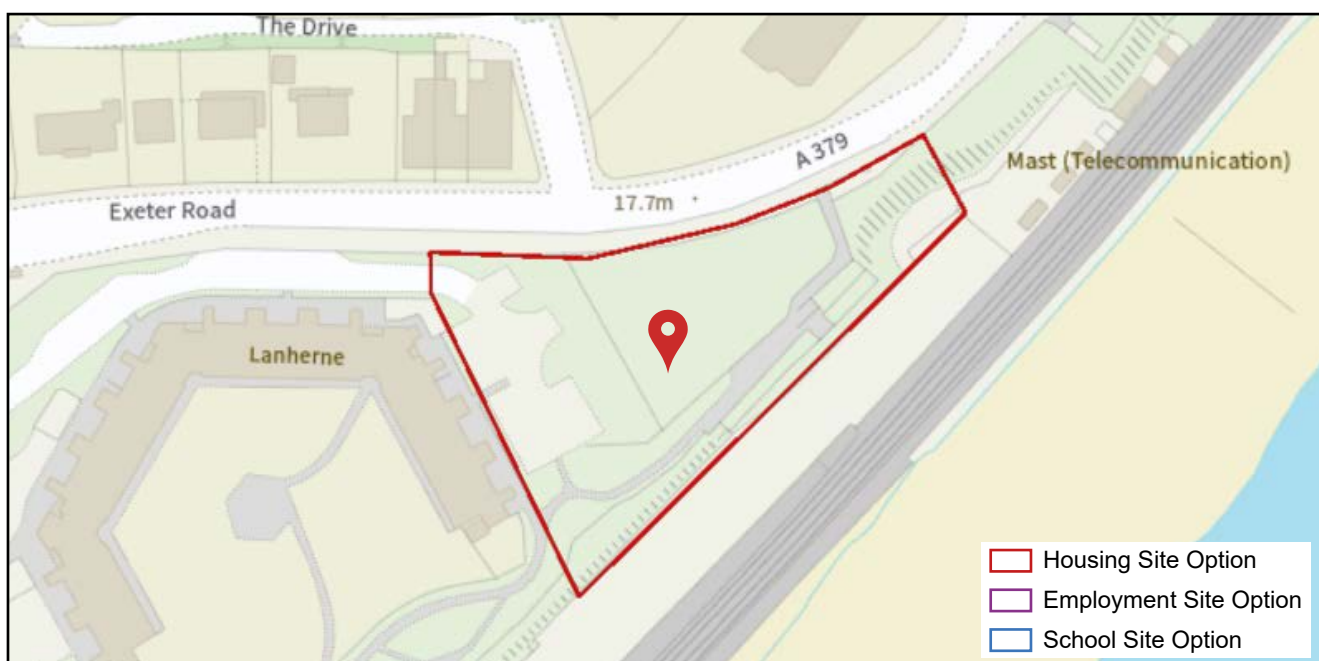
Health: The site lies adjacent to the South West Coast footpath and a national cycle route, and is adjacent to the town beach.

Landscape/townscape: the site occupies a prominent position adjacent to the promenade and coast.

Education: The proposed level of development in Dawlish (c.1000) could help to generate the funding and numbers required to justify a new primary school (site of 1.9ha will be required) rather than an expansion to the existing one and should be provided as part of new development in the north of the town. The level of development proposed will require additional secondary facilities, and an expansion at the existing secondary school will be required.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Retention of hedges/trees
- Incorporation of historic walling into design
- High quality design to conserve and enhance the Conservation Area
- Archaeological investigation to inform mitigation measures
- Contribution towards the provision of SANGS
- Possible highway improvements
- Pedestrian and cycle links to adjacent footpath and cycle route



8. Commercial buildings south of Haldon Terrace, Hospital Hill

The site lies close to the town centre of Dawlish, to the east of Hospital Hill. It comprises grassed land with mature trees along the boundary with the vets surgery and its small car park to the south. There is residential development to the south, east and west of the site and a nursing home to north. Due to the potential harm to the setting of the listed buildings at Haldon Terrace that would result from developing the grassed area, only redevelopment of the commercial buildings is considered suitable.

Site size: Total size of 0.3 hectares, of which only 0.1 hectares is developable (redevelopment of the commercial land and buildings, but not greenspace).

Indicative number of homes factoring in sensitivities and requirements (see below): 5 homes

Opportunities

Active travel/Sustainable travel: The site lies within 600 metres of the railway station and 500m of bus stops served by a frequent bus service. In addition, the site is within 600m of the South

Efficient use of land: If the existing use as a vet surgery could be re-located, the site could be re-developed to make a more efficient use of land close to the town centre.

Education: The proposed level of development in Dawlish (c.1000) could help to generate the funding and numbers required to justify a new primary school (site of 1.9ha will be required) rather than an expansion to the existing one and should be provided as part of new development in the north of the town. The level of development proposed will require additional secondary facilities, and an expansion at the existing secondary school will be required.

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Retention of trees and their Root Protection Zones
- High quality design to conserve and enhance the Conservation Area
- Contribution towards the provision of SANGS
- Pedestrian links to existing footways
- Design to protect amenity of adjacent residential properties



9. Residential Garden at Badlake Hill/Weech Road

The site lies within the western part of Dawlish, to the east of Hospital Hill and south of Haldon Terrace. It comprises a grassed area with some trees. There is a steep area (1:6 or more gradient) in the north west part of the site. The site is bordered by residential development to all sides.

Site size: Total size of 0.2 hectares, of which 0.16 hectares is developable (omitting land that slopes more steeply than 1:6).

Indicative number of homes factoring in sensitivities and requirements (see below): 5 homes

Opportunities

Active travel/Sustainable travel: The site lies within 1km of a bus stop, served by a frequent bus service and 1.2km from Dawlish station and a national cycle route. There are existing footway links through the town which would enable the site to access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Flood risk: The site is within Flood Zone 1 (lowest flood risk)

Highways: There is an existing vehicular access onto Badlake Hill.

Minerals: There are no minerals constraints affecting the site.

Efficient use of land: The development of the site would result in a more efficient use of land within the built up area of Dawlish, although the anticipated yield of 8 may be ambitious.

Sensitivities

Ecology: The site lies within the recreational buffer of Exe Estuary SPA/Ramsar Site and Dawlish Warren SAC. It is also close to the SSSIs of Exe Estuary, Dawlish Warren and Dawlish Cliffs. The mature trees along the south boundary may provide bat roosts.

Landscape: The existing mature trees along the south boundary should be retained.

Heritage: There are Grade II Listed Buildings adjacent to the south east corner of the site (2 Weech Road and numbers 1, 3 and 5 Badlake Hill). There is the possibility of archaeological heritage assets on the site. The retention of trees along the south boundary will help to retain the significance of the setting of these buildings.

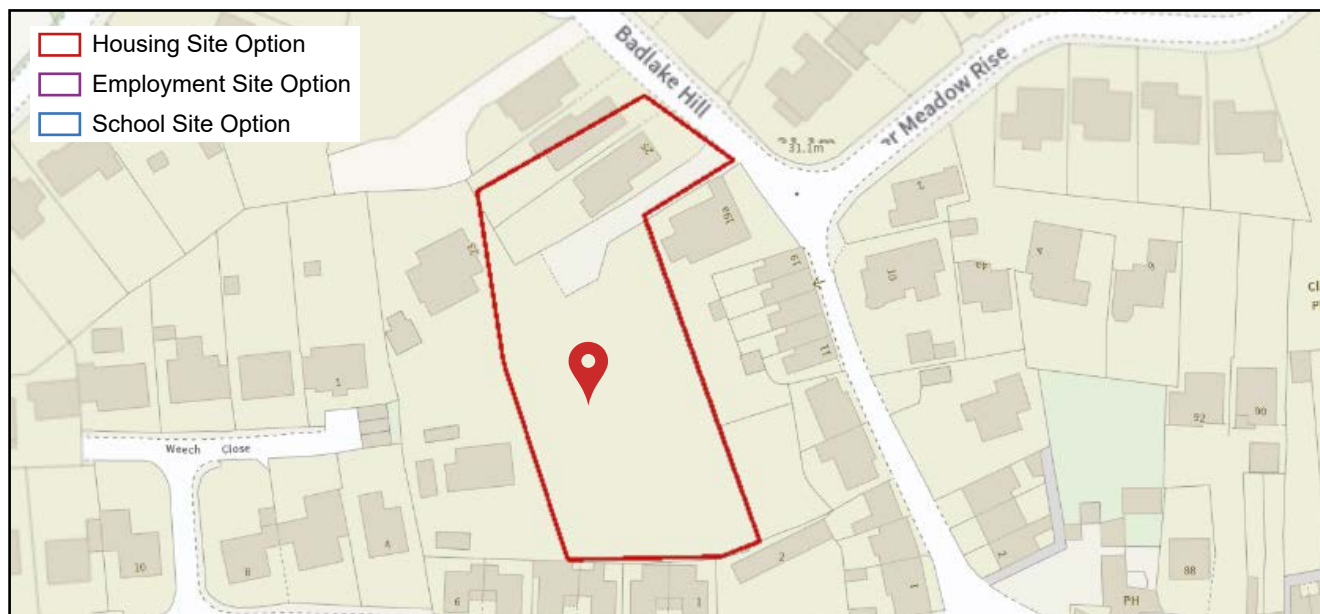
Amenity: The site is closely bordered by residential development and design will need to retain or improve current levels of residential amenity.

Availability: It is not known if the site is available for re-development.

Education: The proposed level of development in Dawlish (c.1000) could help to generate the funding and numbers required to justify a new primary school (site of 1.9ha will be required) rather than an expansion to the existing one and should be provided as part of new development in the north of the town. The level of development proposed will require additional secondary facilities, and an expansion at the existing secondary school will be required.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Links to existing footways
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Provision, or contribution towards the provision, of SANGS
- Bat friendly lighting
- Retention of trees along south boundary
- Provision of pocket play
- Archaeological investigation to inform mitigation measures
- Design to protect amenity of adjacent residential properties



10. Garden of Lyme Acre

The greenfield site lies within the southern part of Dawlish, between the A379 and Old Teignmouth Road. It is a large residential garden enclosed by mature trees, beyond which is residential development to the north, east and south and the A379 to the west.

Site size: Total size of 0.23 hectares, of which 0.18 hectares is developable (omitting steeply sloping land of more than 1:6 gradient).

Indicative number of homes factoring in sensitivities and requirements: 3 homes, although this could be increased if apartments were constructed.

Opportunities

Active travel/sustainable travel: The site lies within 1km of Dawlish station and 500m of bus stops served by a frequent bus service. In addition, the site lies within 1km of a national cycle trail and is adjacent to the South West Coast path. Therefore the site could access services and facilities and employment opportunities on foot, bicycle, bus and rail.

Flood risk: The site is within Flood Zone 1 (lowest flood risk).

Heritage: There are no listed buildings on or adjacent to the site.

Highways: The vehicular access would be suitable for a small number of homes.

Health: The site lies close to the South West footpath, giving opportunities for healthy lifestyles.

Efficient use of land: The development of the large residential curtilage of Lyme Acre would result in a more efficient use of land within Dawlish. A higher number of homes could be achieved if apartments were constructed.

Sensitivities

Ecology: The site lies within the recreational buffer of Exe Estuary SPA/Ramsar Site and Dawlish Warren SAC. It is also close to the SSSIs of Exe Estuary, Dawlish Warren and Dawlish Cliffs. The mature trees/hedges along the west, south and east boundaries should be retained to provide habitats. The site is also within 250m of Horse Cove CWS and The Smugglers Inn UWSs.

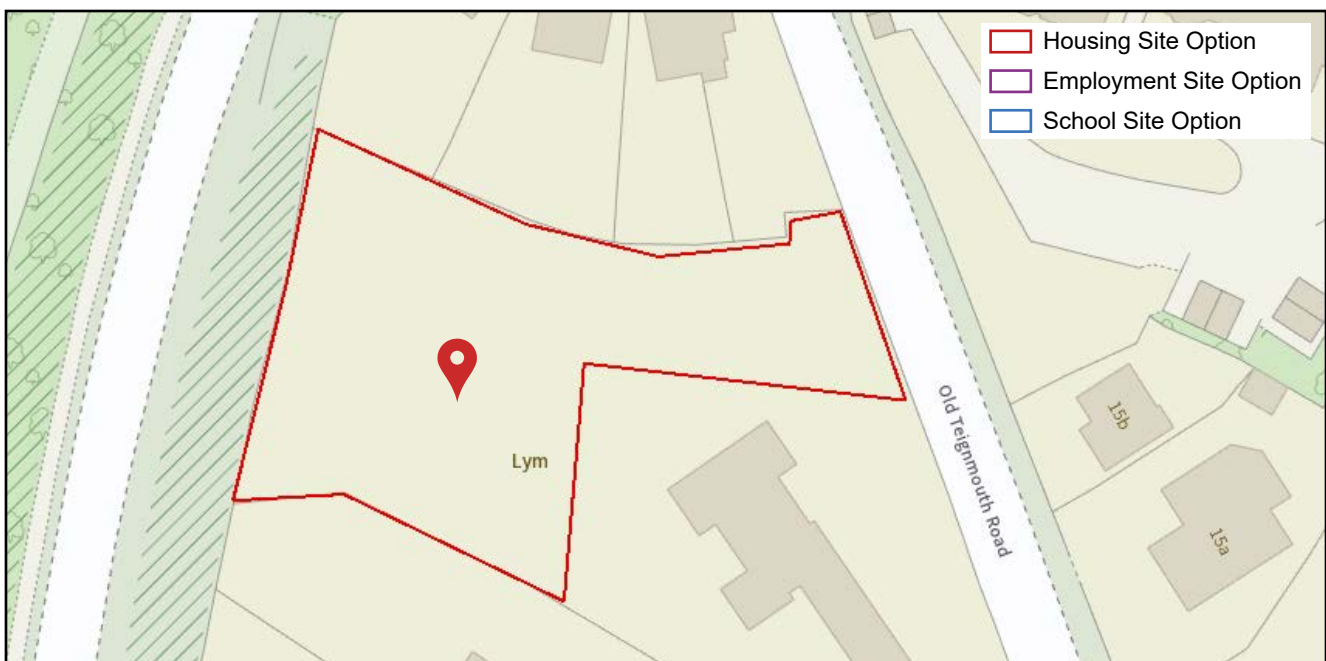
Heritage/Landscape: The southern boundary of the site is a historic boundary feature and should be retained.

Amenity: The site is closely bordered by residential development and design will need to retain or improve current levels of residential amenity.

Education: The proposed level of development in Dawlish (c.1000) could help to generate the funding and numbers required to justify a new primary school (site of 1.9ha will be required) rather than an expansion to the existing one and should be provided as part of new development in the north of the town. The level of development proposed will require additional secondary facilities, and an expansion at the existing secondary school will be required.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Links to existing footways
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Provision, or contribution towards the provision, of SANGS
- Retention of trees along south boundary
- Provision of pocket play
- Design to protect amenity of adjacent residential properties



Teignmouth

The parish of Teignmouth lies in the east of the District, bordered by the River Teign to the south and by the English Channel to the east. The parishes of Dawlish and Kingsteignton lie to the north and west respectively. The parish contains one defined settlement, the town of Teignmouth, which has expanded beyond the parish boundary in the north, with a small part of the town lying within the parish of Dawlish. The town had a population of 17,845 in the 2011 census. The parish is mainly urban in character.

Teignmouth has a thriving town centre, expansive seafront, beach and promenade that attracts many tourists and day visitors. There are many services available, these include numerous food stores, supermarkets, a doctors surgery, a dentist, pharmacy, primary and secondary school, a sports centre, an outdoor swimming pool, various independent and artisan shops, cafes, churches, post office, community buildings and a library. The town is well served by bus services, a mainline railway and the A379 connecting to Newton Abbot and Exeter.

Only 2 sites with yield of approximately 100 homes is proposed for Teignmouth due to lack of suitability and limited availability of sites.

The education needs generated by the proposed level of development would be able to be accommodated within the existing primary schools and secondary school.

Part of Land at Buddleford Farm

Site lies to the north west of Teignmouth. Agricultural fields divided by hedgerows with Bitton Brook running through the centre of the site. The site slopes steeply and the majority of land would not be developable.

Site size: Total size is 10.8 hectares, of which 2.2 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 50-60

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service.

Green infrastructure: The site is large enough to provide local public open space to support wildlife and provide landscaping, tree planting and an on-site play area.

Health & Wellbeing: The site is close to areas of major open space that can be accessed by nearby public footpaths that connect to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, as the majority of the area is within Flood Zone 1 (lowest flood risk), with the exception of land either side of Bitton Brook, which is in Flood Zones 2 and 3. The site does not lie in a Critical Drainage Area (CDA). The site suffers from very wet ground conditions as there are a number of small watercourses within it, with only a small section at the southern edge of the site falling within Flood Zone 2.

Minerals: The site is not within a Minerals Safeguarding Area or Mineral Consultation Zone.

Education: The proposed level of development would be able to be accommodated within the existing primary schools and secondary school.

Sensitivities

Ecology: The site lies within the South Hams Bat SAC Landscape Connectivity Zone and the Exe Estuary SPA and Dawlish Warren SAC 10km Zone. Part of the site is within Buddleford Farm OSWI, which is identified for semi-improved grassland and woodland. It is also adjacent to Bishopsteignton County Wildlife Site, identified for Cirl Bunting. The site also contains Priority Habitats of woodland, species-rich hedges, streams and other habitats and features that support Protected Species including bats, Dormouse and Cirl Bunting.

Heritage: The site is not within the buffer of Grade I or II* Listed Building and there are no Listed Buildings within or adjacent to site. The site lies in an area of archaeological potential with regard to known prehistoric and Romano-British activity in the immediate vicinity of the site. Any proposals for development here should be supported by the results of a programme of archaeological investigation, consisting of geophysical survey and field evaluation to understand the significance of any heritage assets here.

Landscape: The site lies in an elevated position within an area designated as undeveloped coast, where development would be highly conspicuous within the landscape. Developable areas of land lie at the northern end of the site and have little visual relationship with the development at the edge of the town would make this impact worse. Regard would need to be given to ensuring the development is well screened and assimilated into the context.

Topography: The site slopes steeply and the majority of land would not be developable. This is with the exception of land at the north, which is the largest area of developable land within the site and other small pockets of land.

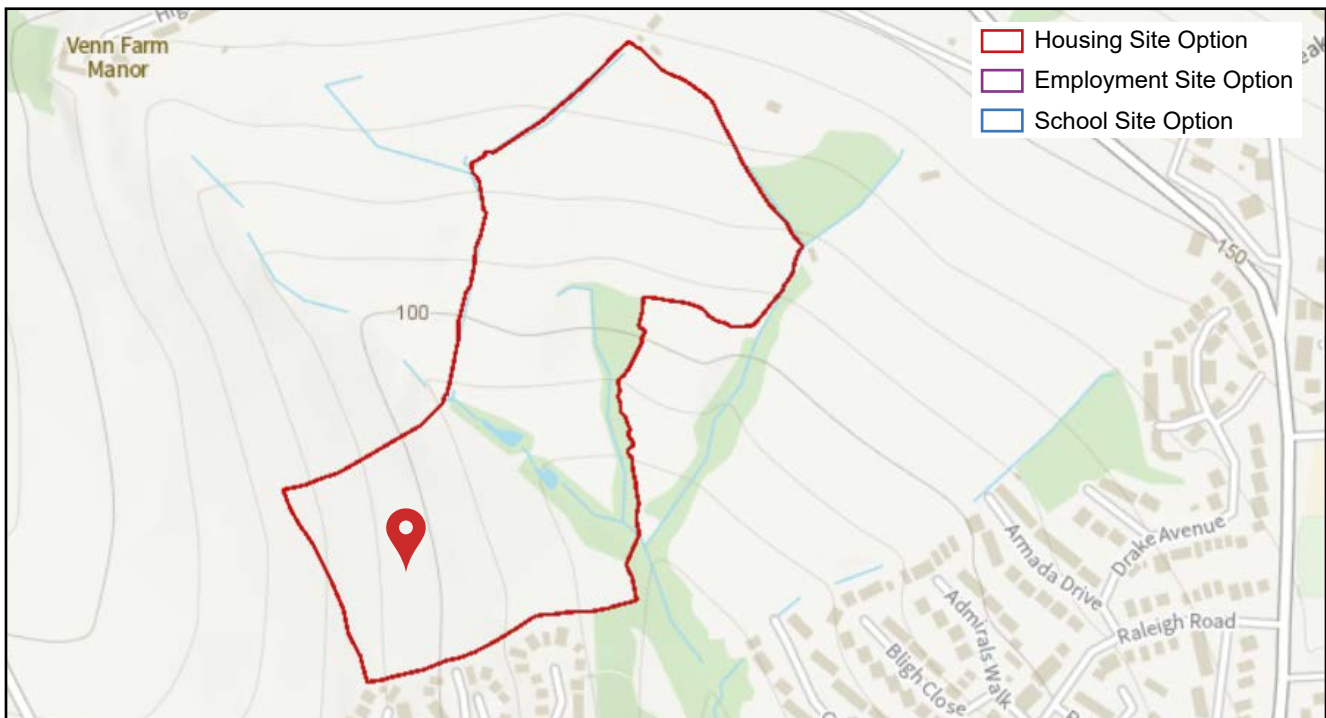
Highways & Access: Access may be possible via Moorview Drive. However, there is a ransom strip of land at the northern head of Moorview Drive which could present an issue with access and site viability. Footpath and cycle access connecting to existing routes are required.

Amenity of Existing Residents: No direct impacts on existing residents. Indirect impacts from increased traffic, resulting in an increase in emissions and noise.

Land Availability: It is unknown at this stage whether this site is currently available for development. Awaiting response to an enquiry with the landowner.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to reflect local vernacular to conserve or enhance the setting of Teignmouth
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Higher Holcombe Farm

Grassed fields likely to be in agricultural use on the north eastern edge of Teignmouth. The land comprises sections of 3 fields accessed via a private drive from Higher Holcombe Road. The site slopes gently toward the existing housing on the outer edge of Teignmouth. Steep slope covering a small area at north west corner of the site.

Site size: 1 Total size is 1.5 hectares, of which 1.46 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 41

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by an frequent a service.

Green infrastructure: The site is large enough to provide local public open space to support wildlife and provide landscaping, tree planting and an on-site play area.

Health & Wellbeing: The site is close to areas of major open space that can be accessed by nearby public footpaths that connect to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, as the majority of the area is within Flood Zone 1 (lowest flood risk).

Minerals: The site is not within a Minerals Safeguarding Area or Mineral Consultation Zone.

Education: The proposed level of development would be able to be accommodated within the existing primary schools and secondary school.

Sensitivities

Ecology: The site lies within the South Hams Bat SAC Landscape Connectivity Zone and the Exe Estuary SPA and Dawlish Warren SAC 10km Zone. Part of the site is within Buddleford Farm OSWI, which is identified for semi-improved grassland and woodland. It is also adjacent to Bishopsteignton County Wildlife Site, identified for Cirl Bunting. The site also contains Priority Habitats of woodland, species-rich hedges, streams and other habitats and features that support Protected Species including bats, Dormouse and Cirl Bunting.

Heritage: The site is not within the buffer of Grade I or II* Listed Building and there are no Listed Buildings within or adjacent to site. The site lies in an area of archaeological potential with regard to known prehistoric and Romano-British activity in the wider landscape. Any impact upon below ground archaeological deposits may be mitigated by an appropriate programme of archaeological investigation and recording implemented through an appropriately worded condition.

Landscape: The site lies in an area designated as Undeveloped Coast on the upper slope of a west facing spur. However the slope faces towards the town and, so as long as development avoids the skyline, some development could be accommodated. The development would form the settlement edge of Teignmouth and would need to be fragmented and irregular in form.

Topography: The majority of the site is gently sloping with a small steeply sloped area in the north west corner.

Highways & Access: Access route is uncertain at this time. Footpath and cycle access connecting to existing routes are required.

Amenity of Existing Residents: No direct impacts on existing residents. Indirect impacts from increased traffic, resulting in an increase in emissions and noise.

Land Availability: It is unknown at this stage whether this site is currently available for development. Awaiting response to an enquiry with the landowner.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to reflect local vernacular to conserve or enhance the setting of Teignmouth
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure

Chapter 6 - Housing Site Options in the Rural Towns

Ashburton and Bovey

Ashburton

The parish of Ashburton lies in the westernmost area of Teignbridge. The parish lies mainly within Dartmoor National Park, but includes an area of land to the south east of the town within the Teignbridge planning area, which lies south east of the A38. Ashburton is the only town within the parish and has a population of 3,346 (2011 census).

Ashburton has a thriving town centre and there are many services available for local residents. These include numerous food stores, a doctors surgery, a dentist, pharmacy, primary and secondary schools, an outdoor swimming pool, various independent and artisan shops, a church, post office, community buildings and a library. The town is well served by bus services and has good access to the A38.

There is currently very limited capacity at the primary school and no opportunity to expand the school on its current site. However, Devon County Council is working with the Multi-Federation Academy Trust which runs both the primary school and South Dartmoor College to identify possible solutions to increasing capacity within the town.

There are limited development opportunities directly adjoining the built up area of Ashburton due to its geography and physical constraints. It's location within the National Park also makes it a very sensitive location for new development, particularly in relation to landscape impacts.

Nevertheless, given the town's good amenities and access, development in Ashburton could, if planned carefully, provide a sustainable location for new homes. This will depend on the ability of any new development to achieve good walking, cycling and public transport links with the town, as well as address any potential landscape impacts arising from its close proximity to the National Park.

There has been only 1 site identified with development potential in Ashburton.

Dolbeare Road, Ashburton

This greenfield site lies to the north east of Ashburton. The A38 separates the site from the town. It is a large site, comprising fields enclosed by hedgerows, and is bisected by Dolbeare Road.

Site size: Total size 29 hectares, of which approximately 27 hectares are developable.

Indicative number of homes factoring in sensitivities and requirements (see below): 250 homes

Opportunities

Active travel: The site is within 500m of a bus stop, served by frequent and peak hours bus services. It lies approx. 1km from a national cycle route, which links to Bovey Tracey and Buckfastleigh, and with off road cycle routes to Heathfield and Newton Abbot beyond. Subject to the provision of good quality sustainable travel links to both nearby bus stops and to Ashburton town centre, the site could access services and facilities on foot, bicycle and bus.

Potential for employment generating uses (non-industrial): This site is also being consulted on as a potential site for employment (see Chapter 5). However, given the size of the site it is not likely to be suitable for mixed residential and employment uses.

Green space: The site is large enough to be able to provide for a network of green infrastructure, including landscaping, play spaces, biodiversity offsetting, allotments, tree planting and natural green space.

Sensitivities

Minerals: Most of the site is within a Mineral Safeguarding Area for the limestone resource, with the remainder being within the associated Mineral Consultation Area. There is an objection under Policy M2

of the Devon Minerals Plan to the sterilisation of the mineral resource by other development unless the proposals are accompanied by a Mineral Resource Assessment that demonstrates that this resource is not economic now or in the future or otherwise meets one of the criteria of Policy M2.

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. There are other protected species on the site. Parts of the site are also adjacent to Dolbeare Farm Other Site of Wildlife Interest and Pitley Farm Unconfirmed Wildlife Site.

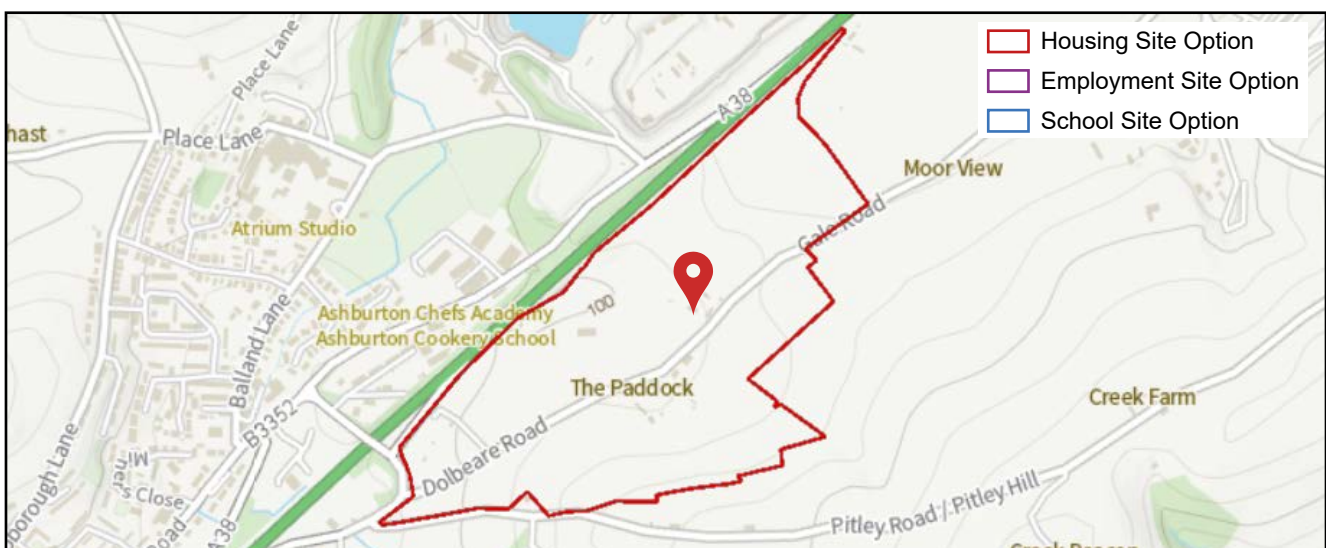
Heritage: Western part of site is within 1km buffer of Grade I and II* Listed Buildings, but A38 lies between. No Listed buildings within or adjacent to site. Closest Grade II Listed Buildings are Dolbeare Farmhouse, approx 100m to the west and a milestone, which lies north of the A38. Possible site of medieval gallows. Possible early medieval quarry.

Flood risk: Site lies within Flood Zone 1 (lowest flood risk). However, there has been historical flooding to properties bounding the River Balland and River Ashburn from The Quarry downstream to Chuley Road and historical flooding to the road and properties at Eastern Road, Jordans Meadow and the Police Station Car Park. A small part of the north east corner of the site is within the Holbeam Critical Drainage Area.

Landscape: The site lies in very close proximity to the boundary of Dartmoor National Park, although the presence of the A38 overrides main influence on the setting of the National Park. Some development would be visible from the A38 and the assimilation of the development into its surroundings through landscaping will be particularly important. Development, especially residential, on the south side of the A38 would be uncharacteristic of the rest of the town which is all to the north of the A38.

Site Requirements:

- Carbon neutral development
- Electric vehicle infrastructure
- Local public open space and on-site children's play areas
- Allotments
- Retention of the existing network of boundary hedges and trees
- "Bat friendly" lighting and wildlife buffers
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Measures to ensure development would not cause deterioration to the River Ashburn
- Extensive landscaping to minimise impact on the National Park.
- Co-operation between multiple owners to bring the site forward
- Upgrades to vehicular access into the site
- Improved pedestrian and cycling links between the town and the site
- 5% custom build plots
- Affordable housing
- Adaptable and accessible housing



Bovey Tracey

The parish of Bovey lies in the west of the District it is a large parish, part of which lies within Dartmoor National Park (DNP). It is bordered by the parishes of Teigngrace and Kingsteignton to the south east, Hennock to the east, Lustleigh (DNP) to the north west and Ilsington to the west and south west. Bovey Tracey is the main town within the parish, but it also contains the defined settlement of Heathfield. The A38 runs along the south east boundary of the parish. In the 2011 census the parish had a population of 7,168.

Bovey Tracey Town has a thriving town centre and there are many services available for local residents. these include numerous food stores, a doctors surgery, a dentist, pharmacy, primary school, an outdoor swimming pool, various independent and artisan shops, cafes, a church, post office, community buildings and a library. The town is well served by bus services and has good access to the A38. Heathfield contains one of the district's major employment areas containing a wide range of businesses of different sizes and sectors. The settlement also includes a large area of housing supported by limited local services that include a convenience shop, post office, takeaway and primary school.

There is currently no additional capacity at Bovey Tracey primary school and no opportunity to expand the school on its current site, however a site for an expanded new school is allocated in the current Local Plan. Although St Catherine's Church of England Primary School, Heathfield does have additional capacity, it is remote from Bovey Tracey, where the majority of proposed development sites are located.

Nevertheless, given the town's good amenities and access, development in Bovey Tracey could, if planned carefully, provide a sustainable location for new homes. This will depend on the ability of any new development to achieve good walking, cycling and public transport links with the town, as well as address any potential landscape sensitivities arising from its close proximity to DNP. Five sites have been identified with development potential in Bovey Parish.

Development within Bovey will need to comply with the policies of the emerging Bovey Parish Neighbourhood Plan. The Neighbourhood Plan does not prevent any particular sites being considered, as it does not safeguard any areas from development. However, its policies do set local standards in a number of areas, including quality of design, climate change resilience, provision of affordable housing, housing for elderly residents, enrichment of the local environment, protection and enhancement of biodiversity and the natural environment, protection of heritage assets, highway safety and traffic management. The Plan also designates Local Green Spaces, none of which directly impact on any of the proposed development sites. It also supports the relocation and expansion of Bovey Tracey Primary School to the allocated site at Le Molay Littry Way.

Bovey Tracey Golf Centre

This large site is located to the north west of the town with the eastern boundary of the land running along A382 and the northern edge lies close to the boundary of Dartmoor National Park (DNP). Mainly open rural land with some tree cover. The site is currently in use as a golf course.

Site size: Total size is 28.44 hectares, of which 28.11 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 200-300

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by an infrequent service to Newton Abbot.

Green infrastructure: The site is large enough to provide local public open space to support wildlife and provide landscaping, tree planting and on-site play areas.

Health & Wellbeing: The site is close to areas of major open space that can be accessed by nearby public footpaths that connect to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, as the majority of the area is within Flood Zone 1 (lowest flood risk), with only a small section at the southern edge site falling within Flood Zone 2.

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: There is currently no additional capacity at Bovey Tracey primary school and no opportunity to expand the school on its current site, however a site for an expanded new school is allocated in the current Local Plan.

Sensitivities

Ecology: The site is within the 5km buffer zone of Dartmoor National Park (DNP), South Dartmoor Woods Special Area of Conservation (SAC) and the Dartmoor SAC Recreation buffer zone. It is also within the Haytor & Smallacombe South Hams Special Area of Conservation (SAC) Sustenance Zone. The remainder of the site is within the SAC Landscape Connectivity Zone. Greater horseshoe bats roost immediately adjacent. The site surrounds Wolleigh Moor Copse Unconfirmed Wildlife Site (UWS), identified for broadleaved woodland. The site is also adjacent to the Blackmoor Copse Other Site of Wildlife Interest (OSWI), identified for secondary broad leaved wood and conifer plantation. The site also contains Priority Habitats of woodland, species-rich hedges, streams and ponds and other habitats and features that support Protected Species including bats, Dormouse and great crested newts. Rare and protected butterflies and badgers have been recorded on adjacent land.

Heritage: The southern edge of the site lies within 1km of the various grade II listed buildings. It also contains significant evidence of medieval or later tin working and any proposals for development here should be informed by the results of a programme of archaeological work.

Landscape: The site is within the setting of DNP and is separated from the town by the A382, close to the existing settlement of Bovey Tracey, in a relatively inconspicuous, low lying and well contained location. Any development would need to be well screened from the A382. Consideration should be taken of the impact of development on an view identified in the Bovey Parish Neighbourhood Plan from the entrance to Bearacleave Wood towards the golf centre.

Topography: Predominantly gently sloping topography that does not restrict development.

Highways & Access: The site would be accessed via existing access from A382. Footpath and cycle access connecting to existing routes, and a safe crossing points over the A382 are required.

Amenity of Existing Residents: No direct impacts on existing residents. Indirect impacts from increased traffic, resulting in an increase in emissions and noise in town centre area.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to reflect local vernacular to conserve or enhance the setting of Bovey Tracey
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Bradley Bends

Sloping site comprising grassed field, enclosed by hedgerows and closely related to the existing BT2 Local Plan allocation on the eastern edge of the town.

Site size: Total size is 8.69 hectares, of which 7.64 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 121

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: The site is large enough to provide local public open space to support wildlife and provide landscaping, tree planting and on-site play areas.

Health & Wellbeing: The site is close to areas of major open space that can be accessed by nearby public footpaths that connect to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, as the majority of the area is within Flood Zone 1 (lowest flood risk).

Minerals: The site is within a Minerals Consultation Zone (MCA) for ball clay.

Education: There is currently no additional capacity at Bovey Tracey primary school and no opportunity to expand the school on its current site, however a site for an expanded new school has been allocated in the current Local Plan.

Sensitivities

Ecology: The site is within the 10km buffer zone of Dartmoor National Park (DNP), South Dartmoor Woods Special Area of Conservation (SAC) and the Dartmoor SAC Recreation buffer zone. It is also located within the South Hams SAC Sustenance Zone and is close to Little Bradley Ponds County Wildlife Site, (just south of B3344) and Hele Brakes (heath) (150m to the east). The site contains Priority Habitats of woodland, species-rich hedges, streams and ponds and other habitats and features that support Protected Species including bats, Dormouse and great crested newts.

Heritage: The site lies within 1km of various grade II listed buildings. It also lies in an area of archaeological potential with regard to known prehistoric activity in the surrounding landscape, and in an area associated with the post-medieval pottery industry in Bovey Tracey. Any proposals for development here should be informed by the results of a programme of archaeological work.

Landscape: The site may impact on the setting of DNP. Good design could minimise the erosion of the relative nucleated character of Bovey Tracy. Any development could also erode the distinctive

separate character and concretion with nearby Chudleigh Knighton.

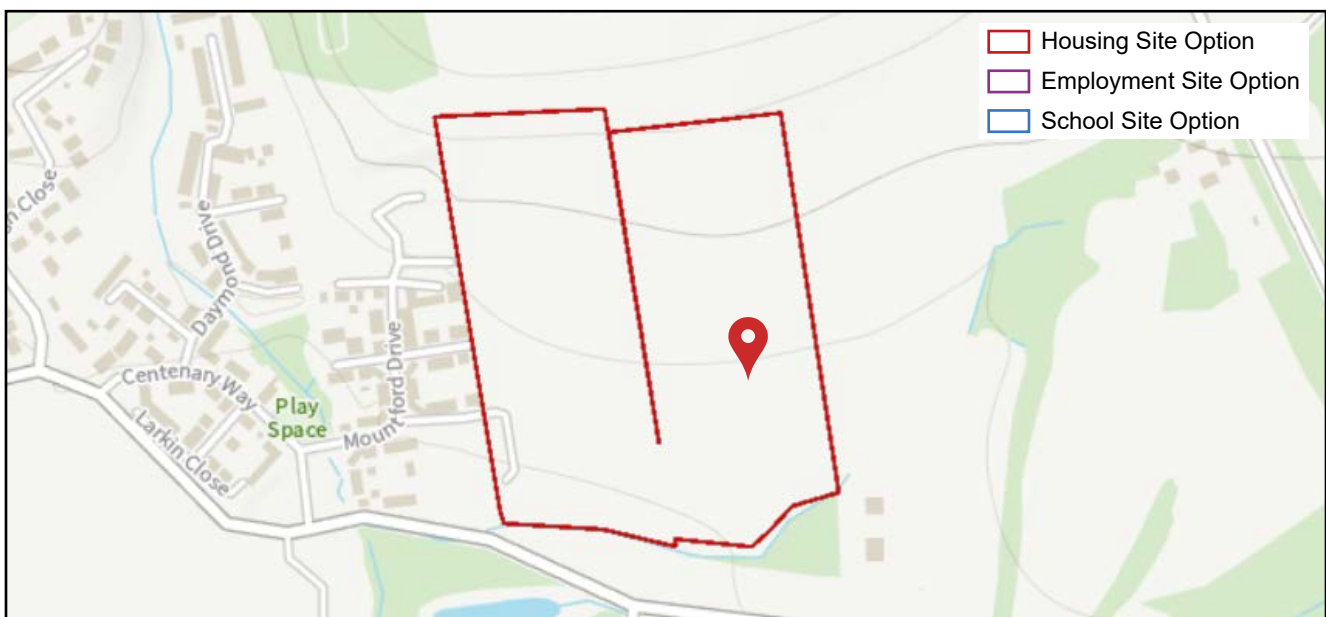
Topography: Predominantly gently sloping topography that does not restrict development.

Highways & Access: The site would be accessed via existing access from A3344 and though the adjacent new housing development. Footpath and cycle access connecting to existing routes are required.

Amenity of Existing Residents: No direct impacts on existing residents. Indirect impacts from increased traffic, resulting in an increase in emissions and noise.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to reflect local vernacular to conserve or enhance the setting of Bovey Tracey
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Depot south of Pottery Road

Brownfield site currently in employment uses to the south of Pottery Road. Site is bounded by residential development to the north and west, mature woodland to the east and woodland/Blue Water Pond to the south.

Site size: Total size is 1.03 hectares, all of which is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 20

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: The site is large enough to provide open space and an on-site play area.

Health & Wellbeing: The site is close to areas of major open space that can be accessed by nearby public footpaths that connect to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, as the majority of the area is within Flood Zone 1 (lowest flood risk). However, the site is located between the adjacent Pottery Pond to the north, Blue Water Pond to the south and contains related culverts and outfall pipes. Careful consideration of these factors is therefore required.

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: There is currently no additional capacity at Bovey Tracey primary school and no opportunity to expand the school on its current site, however a site for an expanded new school has been allocated in the current Local Plan. St Catherine's Church of England Primary School in Heathfield does have capacity. Neither school is within an acceptable walking distance from the site.

Sensitivities

Ecology: The site is within the 5km buffer zone of Dartmoor National Park (DNP), the 10km buffer of South Dartmoor Woods Special Area of Conservation (SAC) and the Dartmoor SAC Recreation buffer zone. It is also located within the South Hams SAC Sustenance Zone and is close to Little Bradley Ponds County Wildlife Site, (just south of B3344) and Hele Brakes (heath) (150m to the east). The site contains Priority Habitats of woodland and species-rich hedges and other habitats and features that support Protected Species including bats and great crested newts.

Heritage: The site lies within 1km of various grade II listed buildings. It also has been a lignite works site, and has industrial archaeology and palaeoenvironmental potential. Any proposals for development here should be informed by the results of a programme of archaeological work.

Landscape: The site is within 250m of the boundary of Dartmoor National Park and lies within a green infrastructure corridor.

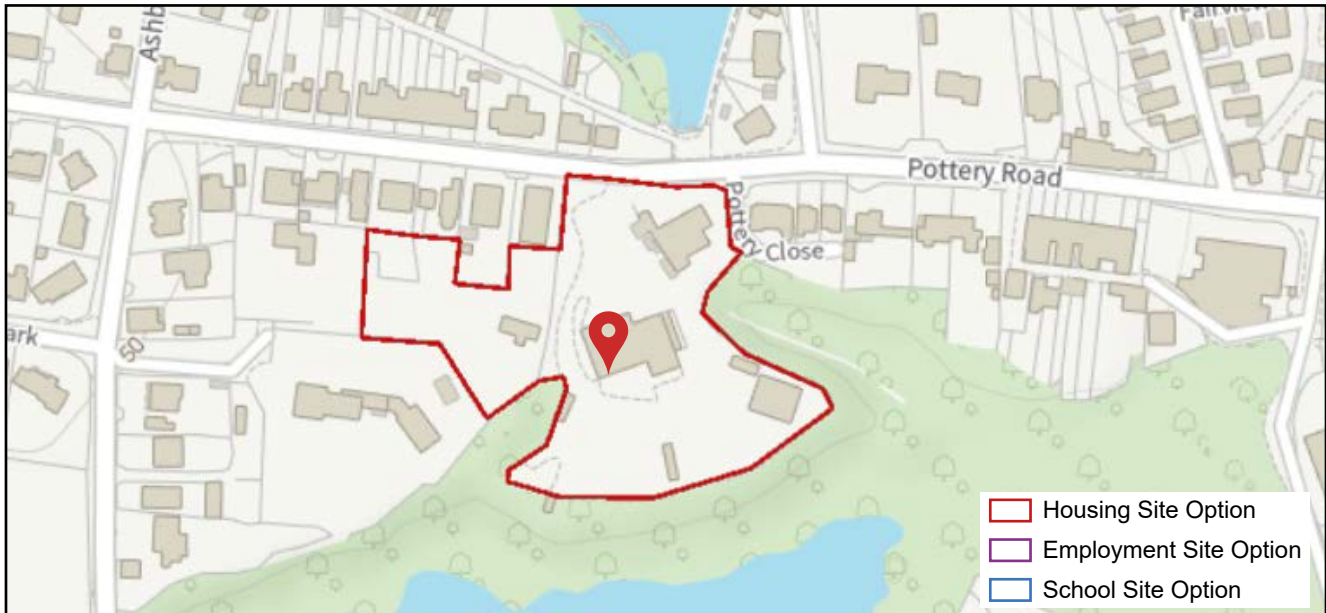
Topography: Gently sloping topography that does not restrict development.

Highways & Access: The site would be accessed via existing access from Pottery Road. Footpath and cycle access connecting to existing routes are required.

Amenity of Existing Residents: No direct impacts on existing residents as the site is already in active use. Indirect impacts from increased traffic, resulting in an increase in emissions and noise.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to reflect local vernacular to conserve or enhance the setting of Bovey Tracey
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Old Hospital Site, Moretonhampstead Road

Small site of the former Bovey Tracey Hospital, adjacent to Moretonhampstead Road in the north of the town.

Site size: Total size is 0.25 hectares, of which 0.18 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 5

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by an infrequent service to Newton Abbot.

Green infrastructure: The site is large enough to provide open space and a pocket play area.

Health & Wellbeing: The site is close to areas of major open space that can be accessed by nearby public footpaths that connect to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, as the majority of the area is within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: There is currently no additional capacity at Bovey Tracey primary school and no opportunity to expand the school on its current site, however a site for an expanded new school is allocated in the current Local Plan.

Sensitivities

Ecology: The site is within the 10km buffer zone of Dartmoor National Park (DNP), South Dartmoor Woods Special Area of Conservation (SAC) and the Dartmoor SAC Recreation buffer zone.

Heritage: The site lies within 1km of the various grade II listed buildings, and is adjacent to the Bovey Tracey Conservation Area and the Scheduled Monuments (Local Provision) area. An assessment of the potential impact of development should be undertaken to inform design and mitigation.

Landscape: The site is within the 5km buffer of Dartmoor National Park and lies within a Strategic Green Infrastructure Corridor.

Topography: Predominantly flat site.

Highways & Access: The site would be accessed via the existing access from Moretonhampstead Road / Mary Street. Footpath and cycle access connecting to existing routes, and a safe crossing points over the A382 are required.

Amenity of Existing Residents: No direct impacts on existing residents as the site was previously in active use, servicing regular visitors.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to reflect local vernacular to conserve or enhance the setting of Bovey Tracey
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- High speed digital infrastructure



Old employment sites, Cannon Road, Heathfield

Site comprises a number of old employment sites on the south eastern edge of Heathfield Industrial Estate on Cannon Road to the rear of Sparkworld and an adjacent residential area.

Site size: Total size is 1.15 hectares, all of which is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 32

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by an infrequent service to Newton Abbot.

Green infrastructure: The site is large enough to provide open space a pocket play area.

Health & Wellbeing: The site is close to areas of major open space that can be accessed by nearby public footpaths that connect to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, as the majority of the area is within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: St Catherine's Church of England Primary School has capacity for additional pupils.

Sensitivities

Ecology: The site is within the South Hams SAC Landscape Connectivity Zone, but is surrounded by well-lit urban areas, so it is unlikely that priority species have established habitats on or near the site. The site is also within the 5km buffer zone of Dartmoor National Park (DNP), South Dartmoor Woods Special Area of Conservation (SAC) and the Dartmoor SAC Recreation buffer zone, but is considered to have low landscape sensitivity.

Heritage: The site lies within 1km of a grade II listed building. Proposals for any development should be informed by the outcomes of an assessment to determine the potential impact on the setting of Stover Country Park, and of the industrial archaeology and palaeoenvironmental potential of the site.

Landscape: The site is within the 5km buffer of Dartmoor National Park and lies within a Strategic Green Infrastructure Corridor.

Topography: Predominantly flat site.

Highways & Access: The site would be accessed via the existing access from Cannon Road. Footpath and cycle access connecting to existing routes, and a safe crossing points over the A382 are required.

Amenity of Existing Residents: No direct impacts on existing residents as the site was previously in active use.

Site requirements

Carbon neutral development

- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to reflect local vernacular to conserve or enhance the setting of Bovey Tracey
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Chapter 7 - Housing Site Options on the Edge of Exeter

Edge of Exeter

The three sites that comprise the Edge of Exeter area lie in Exminster, Ide and Whitestone Parishes in the north of Teignbridge, adjacent, or in close proximity to Exeter City boundary.

The location of the sites detailed in this section, mean that they will have a more direct relationship to Exeter, or to emerging planned development on the outskirts of the City in the future than with existing settlements in Teignbridge. They will therefore be in a position to better connect with the existing transport network, sustainable transport routes and will be able to access the wide range of existing or planned local facilities and services in the Exeter area.

The schools serving the West Exe area do not have any capacity and cannot be expanded on their existing sites, therefore for two of the sites a new primary school will be required. Primary school provision for the remaining site can be accommodated within existing capacity in the area. Secondary school provision will be accommodated through capacity that exists in existing schools and by the new 'through school' planned for the South West Exeter allocation (SWE1).

Any development on the Edge of Exeter would require good, careful planning and design in order to provide a sustainable location for new homes. This will depend on the ability of any new development to achieve good walking, cycling and public transport links to Exeter, emerging development and other nearby settlements. It must also address any potential landscape sensitivities arising from its location and prominence on the edge of the city, and proximity to open countryside.

Development within Exminster and Ide will be subject to the policies contained within both Neighbourhood Plans.

The Exminster Neighbourhood Plan March 2015 contains policies that protect the landscape setting of the village, require new development to enhance local character and for development to the south west of Exeter to reflect its rural setting. They also set out support for the use of monies from development to be directed to certain uses, and that community sports and leisure facilities built as part of development to the south west of Exeter also benefit residents of the village.

The Ide Neighbourhood Plan September 2018 contains policies that set standards for new development, support new car parking and development of sports and recreational facilities at Weir Meadow, protects existing sports and recreational facilities and protects the rural setting of the village. It also designates Local Green Spaces.

Peamore

The site lies within Exminster Parish, to the west of Exminster adjacent to the emerging South West Exeter (SWE1) development, in an area bordered by the A38, A30 and divided by the A379. This area comprises agricultural land currently in use, established vegetation and notable heritage assets. Residential properties scatter the site, with a concentration at Little Silver. Towards the south of the site is an industrial estate, which has planning permission for an extension. The site has mixed topography including some steeply sloping areas. Elongated area of land, with steep slopes and established vegetation that lies between Peamore House and the A379.

Site size: Total size is 74.18 hectares, of which 50.38 hectares is considered developable.
Indicative number of homes factoring in sensitivities and requirements: 933

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Exeter and is close to public footpaths and cycle paths that connect to neighbouring settlements and Exeter.

Green infrastructure: The site is large enough to provide local public open spaces to support wildlife and provide landscaping, tree planting and on-site play areas.

Health & Wellbeing: The site is close to areas of major open space that can be accessed by nearby public footpaths that connect to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, as the majority of the area is within Flood Zone 1 (lowest flood risk). The site contains a large pond has an outfall that connects with the watercourse, which also takes the drainage from the A38.

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: The schools serving the West Exe area do not have any additional capacity and cannot be expanded on their existing sites. The new primary school planned for the South West Exeter allocation (SWE1) only has capacity to accommodate existing planned growth, therefore a new primary school is required. Secondary school provision will be accommodated through capacity that exists in existing schools and by the new through school planned for the South West Exeter allocation (SWE1).

Sensitivities

Ecology: The site lies within the Exe Estuary Special Protection Area (SPA), Dawlish Warren Special Area of Conservation (SAC) 10km Zone and the Dawlish Warren SAC 10km Recreation Zone. The southern tip of the site lies within the South Hams Special Area of Conservation (SAC) Greater Horseshoe Bat Landscape Connectivity Zone. The site also contains Shillingford Wood and Shillingford Plantation ancient woodland, and Peamore Lake Other Site of Wildlife Interest (OSWI) (Lake with tall herb vegetation and secondary broadleaved woodland). Trood Other Site of Wildlife Interest (OSWI) (Broadleaved woodland and semi-improved grassland) lies adjacent to the site and an Unconfirmed Wildlife Site (UWS) lies within the site to the South of Peamore House. The site contains habitats for various protected species including Cirl Bunting, Bats, Dormice and Great Crested Newt.

Heritage: The site contains a nationally important designated heritage asset protected as a Scheduled Monument (listed as Enclosures NE of Peamore Cottage). In addition, records indicate that the landscape contains a concentration of prehistoric heritage assets, Roman Scheduled Monument, Pond Farm Roman settlement and Peamore House Parkland. Therefore a comprehensive programme of archaeological work should be undertaken to enable the significance of the heritage assets to be understood as well as the impact of any development upon any such assets. A small portion of the south-east corner of the site lies within buffer of Grade I or II* Listed Building.

Landscape: The site is isolated from any existing settlements and separated from the SWE1 allocation by the A30, contributing to the further erosion of the rural character of the landscape and reinforcing the urbanising effects of the major road network. Residential development could be conspicuous from the road users. Its presence could be perceived as an erosion of the rural setting or Exeter. Any development would need to be designed in such a manner so as to not be devoid of a sense of place and ungrounded in the patterns of the locality. Wooded ridgetop and steep fields facing Exeter are unlikely to be suitable for development and should be maintained as public open space.

Topography: A large site with varied topography. Predominantly flat or gently sloping developable land with some steep slopes and ridgetop areas unsuitable for development.

Highways & Access: Comprehensive vehicular and sustainable travel provision required to access the site and provide connections to nearby settlements. Road access from A379 would require significant upgrade, potentially as part of access improvements for Peamore industrial estate. Comprehensive footpath and cycle access connecting to existing routes are required. Safe access and crossing point to new and existing bus routes is required.

Amenity of Existing Residents: Impacts on the residents from period of construction and from increased traffic, resulting in an increase in noise and emissions.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play areas on-site
- Active travel and roads within the development and connecting to the existing routes and Exeter
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to conserve or enhance the setting of Exeter
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Markham's Farm

Site lies within Ide Parish, to the west of the A30 to the south of the Alphington junction, immediately north of Markhams Lane and east of Polehouse Lane. It is a large area enclosed by hedgerows, with undulating field gently sloping up from the A30 towards the west, with a small gulley area within the site and a small steeply sloped embankment area.

Site size: Total size is 32.7 hectares, of which 32.1 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 727

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by an infrequent service, and has access to footpaths and cycle routes that connect to neighbouring settlements and Exeter.

Green infrastructure: The site is large enough to provide local public open spaces to support wildlife and provide landscaping, tree planting and on-site play areas.

Health & Wellbeing: The site is more than 800m from an area of major open space, but is close to public footpaths and cycle paths that connect to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, as the majority of the area is within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: The schools serving the West Exe area do not have any additional capacity and cannot be expanded on their existing sites. The new primary school planned for the South West Exeter allocation (SWE1) only has capacity to accommodate existing planned growth, therefore a new primary school is required. Secondary school provision will be accommodated through capacity that exists in existing schools and by the new through school planned for the South West Exeter allocation (SWE1).

Sensitivities

Ecology: The site lies within the Exe Estuary SPA and the Dawlish Warren SAC 10km Zone. The site contains habitats for various protected species including Bats, Dormice and Great Crested Newt.

Heritage: The site does not lie within buffer of Grade I or II* Listed Building. The landscape contains known archaeological sites - prehistoric or Roman settlements. Therefore a comprehensive programme of archaeological work should be undertaken to enable the significance of the heritage assets to be understood as well as the impact of any development upon any such assets. Core sites may need to be preserved in open space.

Landscape: The site is within the landscape setting of Haldon Belvedere warranting an increase in sensitivity. It is a high sensitivity landscape that is open to views from A30.

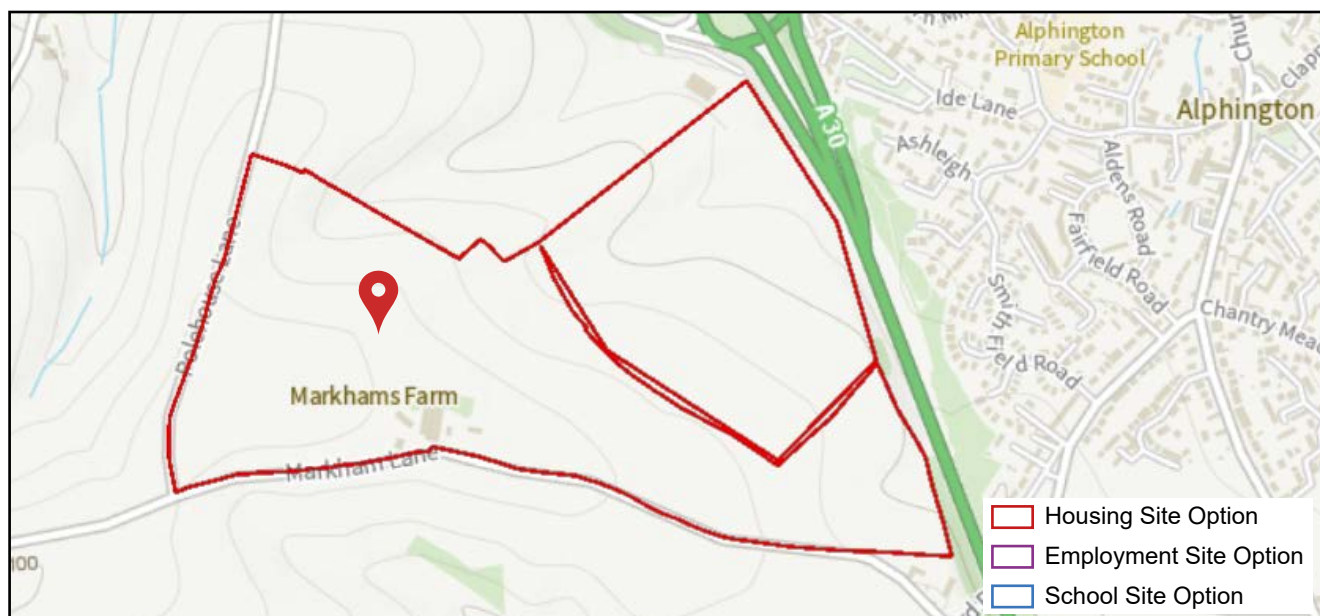
Topography: A large site with varied topography. Predominantly flat or gently sloping developable land with some small steeply sloped areas unsuitable for development.

Highways & Access: Comprehensive vehicular and sustainable travel provision required to access the site and provide connections to nearby settlements. Potential road access from the site from Markham's Lane and from the A30 Alphington Road junction. Comprehensive footpath and cycle access connecting to existing routes are required. Safe access and crossing points to new and existing bus routes is required.

Amenity of Existing Residents: Impacts on the residents from period of construction and from increased traffic, resulting in an increase in noise and emissions.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play areas on-site
- Active travel and roads within the development and connecting to the existing routes and Exeter
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to conserve or enhance the setting of Exeter
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Atwell's Farm

This site lies in Whitestone Parish, and consists of a bowl of mainly steep agricultural land on the north west fringe of Exeter, beyond the built-up area of Exwick. The area is bounded by Rowthorn Road and Redhills to the west. Exwick Lane crosses the site east to west. There is an additional area of land available to the south, which lies within the boundary of Exeter City.

Site size: Total size is 39.18 hectares, of which 10.0 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 200-250

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service, and has access to footpaths and cycle routes that connect to neighbouring settlements and Exeter.

Green infrastructure: The site is large enough to provide local public open spaces to support wildlife and provide landscaping, tree planting and on-site play areas.

Health & Wellbeing: The site is more than 800m from an area of major open space, but is close to public footpaths and cycle paths that connect to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, as the majority of the area is within Flood Zone 1 (lowest flood risk). The topography of the area suggests that without careful treatment there would be discharge onto downstream development. The adjacent watercourse is culverted all the way to the River Exe, so any development would need to be designed to mitigate downstream flood risk.

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: Primary school provision for this site can be accommodated within existing capacity in the area. Secondary school provision will be accommodated through capacity that exists in existing schools and by the new through school planned for the South West Exeter allocation (SWE1).

Sensitivities

Ecology: The site is within the Exe Estuary SPA and part of the site is within the Kinnerton Way County Wildlife Site. Immediately adjacent is grassland and woodland priority habitat, situated just north of Whitycombe Way. The site contains habitats for various protected species including Bats, Hedgehogs, Dormice and Great Crested Newt.

Heritage: The site is not within buffer of a Grade I or II* Listed Building. The proposed development site occupies a large area within a landscape where prehistoric activity is recorded in the wider area and where little in the way of formal archaeological investigation has been undertaken. Any planning application for development here should include sufficient information

on the presence and significance of any heritage assets with archaeological interest within the proposed development site. Although there may be localised potential for remains of undesignated assets where topography is not too steep, this is unlikely to affect principle or quantum of development, though it may influence layout.

Landscape: The site forms part of the landscape setting for Exeter and within high landscape sensitivity zone. The Middle section of land is fairly well hidden but overall landscape sensitivity needs to be addressed.

Topography: Nearly two thirds of this site is steeply sloping and would present significant development challenges.

Highways & Access: Access to the site is constrained due to the lack of crossing facilities over the river/railway line. The most likely transport access point will be from Kinnerton Way, although Liverpool Hill remains an option (both in Exwick area of Exeter City). Comprehensive vehicular and sustainable travel provision required to access the site and provide connections to nearby settlements. Potential road access from the site from Markham's Lane and from the A30 Alphington Road junction. Comprehensive footpath and cycle access connecting to existing routes are required. Safe access and crossing points to new and existing bus routes is required.

Amenity of Existing Residents: Impacts on the residents from period of construction and from increased traffic, resulting in an increase in noise and emissions.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play areas on-site
- Active travel and roads within the development and connecting to the existing routes and Exeter
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to conserve or enhance the setting of Exeter
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Chapter 8.1: Housing Site Options for Villages (A-E)

Village Development - Overview

The proposed strategy for distributing new development in Teignbridge includes a small amount of new homes being provided in the villages. We are only proposing to locate new homes in the villages where there is at least a basic level of existing facilities, including primary school provision as a minimum qualifying factor. The size and level of provision varies between the different villages, and as such the proposed amount of new housing varies too. This approach will ensure that new growth is in proportion with what already exists.

Appropriate levels of development within villages will provide important local opportunities for housing and support the provision of neighbourhood facilities without overburdening them. It also opens up more sites and locations for consideration, meaning that the pressure to find land on sensitive sites around the larger settlements is reduced, thus helping to minimise potential negative effects on very sensitive environments.

How much development is proposed in each of the villages?

The proposed distribution of housing within the villages has been based on the following criteria:

- The existing number of homes within the current settlement limit;
- How accessible they are based on distance to nearest urban centre and access to existing or planned active travel routes;
- Their existing level of service provision (i.e. whether service provision is: basic with no shop; basic with shop; above basic);
- Current education capacity (a cap on the number of new homes has been applied where capacity is limited);
- Neighbourhood planning allocations (existing or emerging); and
- Potential site availability based on an assessment of available sites and other settlement-wide constraints.

In applying these criteria, the following numbers of homes for each qualifying village is proposed as:

- Abbotskerswell: 50 homes
- Bishopsteignton: 150 homes
- Broadhempston: 12 homes
- Buckfastleigh: 12 homes
- Chudleigh Knighton: 45 homes
- Cockwood, Middlewood and Westwood: 10 homes
- Denbury: 15 homes
- Doddiscombsleigh: 10 homes
- East Oghwell: 10 homes
- Exminster: 260 homes
- Ide: 25 homes
- Ipplepen: 120 homes
- Kennford: 20 homes
- Kenton: 40 homes
- Liverton: 50 homes
- Shaldon: 20 homes
- Starcross: 60 homes
- Stokeinteignhead: 10 homes
- Tedburn: 40 homes

A Background Note on Sustainable Village Development that provides an explanation of the proposed distribution of sustainable village development can be viewed at www.teignbridge.gov.uk/localplanreview.

How have site options been chosen?

In 2017 and 2018, two 'call for sites' took place. Each of these invited land owners or site promoters to submit their land to us to be considered as future development sites. In response to these calls, we received over 300 sites. Each of these have been rigorously assessed to determine whether they are physically capable of accommodating new development. By physically capable, we mean that there are no issues on the site - such as flooding, steep slopes, ancient woodland, or ecology constraints - that cannot be overcome by either design or mitigation.

All of the sites assessed are included within the Housing and Economic Land Availability Assessment (HELAA) which is available at www.teignbridge.gov.uk/localplanreview. This assessment involved detailed officer assessments followed by the independent scrutiny of a stakeholder panel including planning specialists (such as drainage officers and highways officers, representatives from the development industry, and Elected Members.

The HELAA process discounted a significant number of sites on the basis of issues identified, leaving around 100 sites to be put forward as site options in this Draft Plan. The site options set out for the villages below show only those which have successfully been through the HELAA process and are considered to be feasible options for future development. However, each site will still have some constraints that would need to be overcome to make development acceptable. These details are set out under each site option heading.

Abbotskerswell

The parish of Abbotskerswell lies to the south of Newton Abbot, within the southern part of Teignbridge. It is bordered by the parishes of Kingskerswell to the east and south, Ipplepen and Ogwell to the west and Newton Abbot to the north. The parish contains one defined settlement, the village of Abbotskerswell. The population of the village of Abbotskerswell was 1560 in the 2011 census.

Abbotskerswell village has a good range of local services and facilities. These include a community hall, local shop, cafe, post office, church, pub, primary school, nursery and a peak hours and frequent bus service.

The village is well served by the A381, which lies to the west of the village and by the A380, to the east. However, links to both of these main routes are via narrow lanes.

All development will be subject to the policies of the Abbotskerswell Neighbourhood Plan of October 2017. The policies set out standards for new development in relation to the natural environment, drainage, design, affordable housing and parking, support custom and self build housing, new public rights of way, new employment development and traffic calming measures, and protect amenity, community facilities and public rights of way. The Plan also designates Local Green Spaces.

There is capacity within the existing primary school to accommodate the level of development proposed (50 homes).

There are 4 site options in Abbotskerswell.

Land at Manor Road, Abbotskerswell

A greenfield site which comprises of fields divided by hedgerows with watercourse running through the middle. The land rises up from the village with an area of woodland along the western part.

Site size: Total size is 3.61 hectares, of which 3.01 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 36 - 54 homes

Opportunities

Sustainable travel: Land at Manor Road is within 300m of a bus stop with a frequent and peak hours bus services to Newton Abbot and Totnes. The site is within walking distance of the village centre.

Green space: The site is large enough to be able to provide for play spaces, tree planting, biodiversity enhancement and restoration.

Flooding: The site lies mainly within Flood Zone 1. There is a small strip of land at southern end which is Flood Zone 3 which has been discounted from having any potential for residential or economic development.

Minerals: No minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Greater horseshoe bats have been recorded following the northern boundary and fields may generate prey. Main protected species are cirl bunting, great crested newts, dormouse, along with Greater horseshoe bats. Land is within 250m of Conitor Copse County Wildlife Site. Priority habitat of species-rich hedges and stream.

Heritage: No heritage concerns in relation to Listed Buildings and Conservation Areas. In terms of archaeology there is potential for evidence of prehistoric activity, including prehistoric earthworks or later post-medieval quarrying activity.

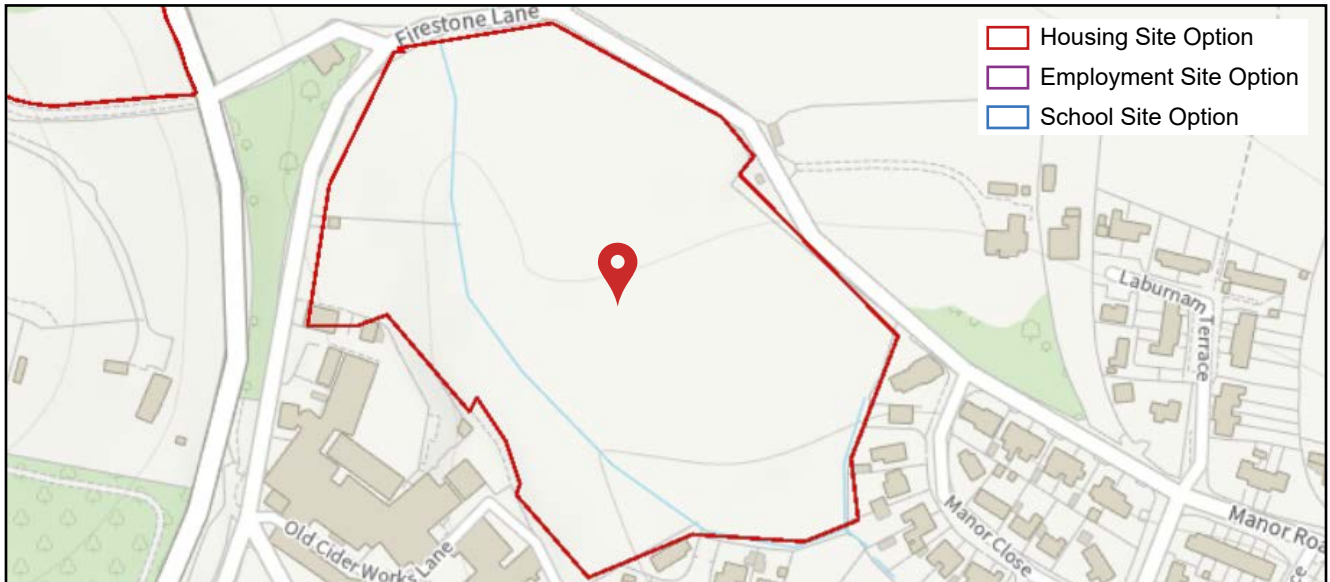
Landscape: Development will have potential to erode rural character of the village.

Education: Limited opportunities for Abbotskerswell Primary School to expand but some spare capacity.

Highways: Roads by the site are narrow and there is no footway.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – highway improvements would be required. Access likely to be from Manor Road at southeast end of site
- Ecological mitigation – For greater horseshoe bats, as a minimum, a dark flyway corridor will need to be retained and protected. Other species are likely to be present. In relation to loss of tree roosts/ foraging habitat/tree roosts and from lighting impacts, mitigation/ compensation needed. For dormouse, in relation to loss of trees, hedges, scrub and from lighting, mitigation/ compensation needed.
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



Orchard Lane, Abbotskerswell

A greenfield site which is located on the eastern side of the village to the rear of existing residential properties. Comprising of an open area with some tree cover. Topography is relatively flat.

Site size: Total size is 0.30 hectare, of which 0.30 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 6 - 9 homes

Opportunities

Sustainable travel: Land at Orchard Lane is within 150m of a bus stop with frequent and peak hours bus services to Newton Abbot and Totnes. The site is within walking distance of the village centre.

Green space: The site would be able to provide for open space, including pocket play, tree planting, biodiversity enhancement and restoration.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: The site is within a Mineral Consultation Area but as it is in close proximity to existing dwellings there is no objection.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Main protected species are cirl bunting, great crested newts, dormouse, along with Greater horseshoe bats. Priority habitat of scrub, trees and amenity grassland.

Heritage: Closest Grade II listed buildings are Willow Dene and Willow Grove, less than 50m to west. Land adjoins conservation area to west.

Landscape: The site of a traditional orchard, the loss of which would be regrettable, though unclear if any remnant trees remain.

Topography: Land form is relatively flat.

Education: Limited opportunities for Abbotskerswell Primary School to expand but some spare capacity.

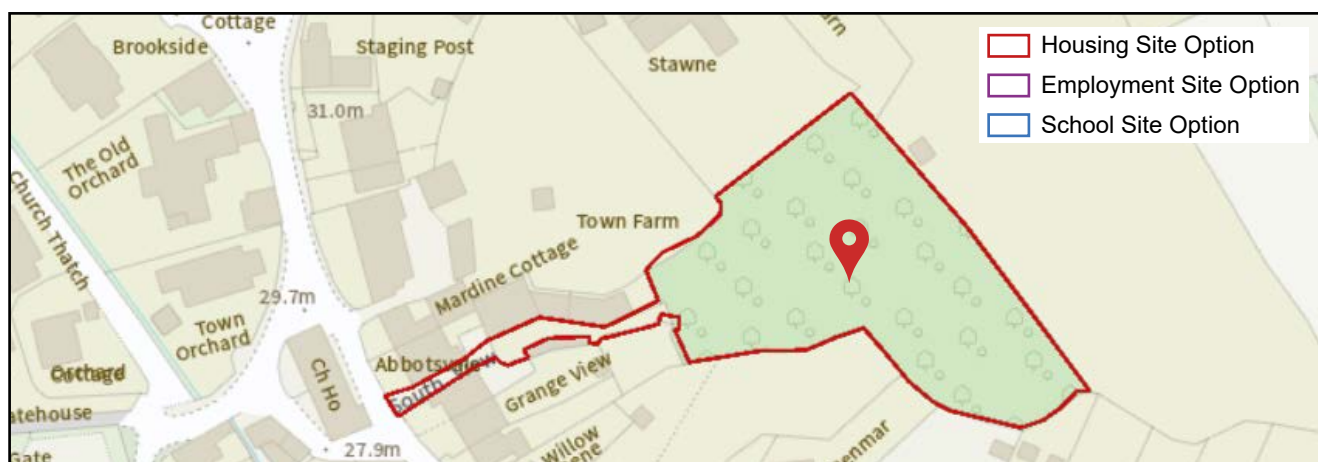
Highways: Land is accessed through a very narrow lane and would need to be widened to allow access to the site.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site /

Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift

- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- Highways – highway improvements would be required, including widening of access to land
- Ecological mitigation – For greater horseshoe bats an Appropriate Assessment may be needed. Other species are likely to be present. In relation to loss of flyways/ tree roosts/ foraging habitat and from lighting impacts, mitigation/ compensation needed
- For dormouse, in relation to loss of trees, hedges, scrub, cats and from lighting, mitigation/ compensation needed
- Design requirements - Design Code and Parcel Plans



Plum Tree Cottage, Abbotskerswell

A mixed site with previously developed land in relation to residential property and associated green space which is located on the south east side of Abbotskerswell. The site is grassed with hedges and trees along the boundaries. It is adjacent to the village's pub car-park.

Site size: Total size is 0.61 hectare, of which 0.27 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 5 - 8 homes

Opportunities

Sustainable travel: Plum Tree Cottage is within 500m of a bus stop with a frequent and peak hours bus services to Newton Abbot and Totnes. The site is within walking distance of the village centre.

Green space: The site would be able to provide for open space, including pocket play, tree planting, biodiversity enhancement and restoration.

Flooding: The site lies within Flood Zone 1. Some historical flooding to properties at Barnfield Terrace to north of site.

Minerals: Partly within a Mineral Safeguarding Area for the limestone resource and wholly within the associated Mineral Consultation Area. However, given the limited extent of the resource at this point and the site's proximity to the village, there is no mineral objection.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Ancient woodland at Grange Copse is located in close proximity, 22m west of Slade Lane. Ladywell Wood County Wildlife Site is also west of Slade Lane. Main protected species are cirl bunting, great crested newts, dormouse, along with Greater horseshoe bats and other

species. Priority habitat of species-rich hedges, part of site may be traditional orchard.

Heritage: No listed buildings within or adjacent to the site. Closest Grade II listed building at Mote Cottage more than 200m to north which is same distance to conservation area.

Landscape: Development could in a small way erode the nucleated and rural character of the settlement.

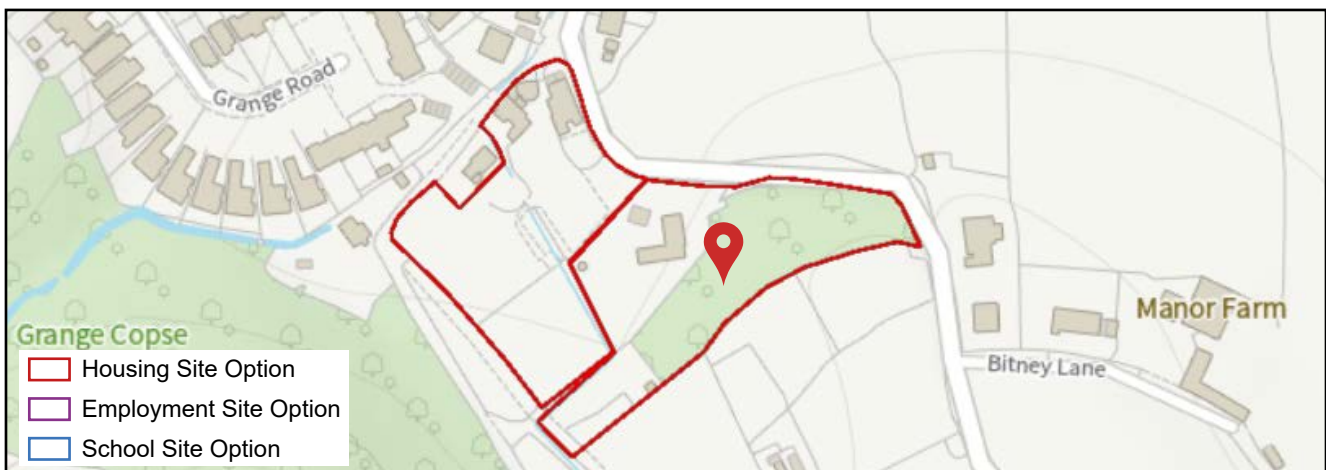
Education: Limited opportunities for Abbotskerswell Primary School to expand but some spare capacity.

Topography: Land form slopes up gently on the eastern side.

Highways: Road to site is narrow and with no footway. The village road network would be unsuitable for any large development.

Site Requirements:

- Carbon neutral development
- Electric vehicle supporting infrastructure Open space including pocket play. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- Highways – highway improvements would be required
- Ecological mitigation – for greater horseshoe bats an Appropriate Assessment may be needed. Other species are likely to be present. In relation to loss of tree roosts/ foraging habitat and from lighting impacts, mitigation/ compensation needed. For Cirl bunting, the site is within a cirl bunting breeding territory zone and standard compensation payment will be required. For dormouse, in relation to loss of trees, hedges, scrub and from lighting, mitigation/compensation needed
- Design requirements - Design Code and Parcel Plans



The Butcher's Arms, Abbotskerswell

A brownfield site with undeveloped land on southeast side of Abbotskerswell. Comprises of Butchers Arms building, associated parking area, open field area on western side with hedge boundary. Residential properties adjoin the land on northern and southern sides.

Site size: Total size is 0.58 hectare, of which 0.54 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 9 - 13 homes

Opportunities

Sustainable travel: The Butcher's Arms is within 450m of a bus stop with a frequent and peak hours bus services to Newton Abbot and Totnes. The site is within walking distance of the village centre.

Green space: The site would be able to provide for open space, including pocket play, tree planting, biodiversity enhancement and restoration.

Flooding: Majority of site lies within Flood Zone 1. Some historical flooding to properties at Barnfield Terrace to north of site.

Minerals: The site is within a Mineral Safeguarding Area for limestone resource and the associated Mineral Consultation Area. However, given the limited extent of the resource at this point and the site's proximity to the village, there is no mineral objection.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Ancient woodland at Grange Copse is located in close proximity, 20m west of site. Ladywell Wood County Wildlife Site also west of Slade Lane. Main protected species are cirl bunting, great crested newts, along with Greater horseshoe bats and other species.

Heritage: No listed buildings within or adjacent to the site. Closest Grade II listed building at Mote Cottage about 180m to north which is same distance to conservation area.

Landscape: Development could in a small way erode the nucleated and rural character of the settlement.

Education: Limited opportunities for Abbotskerswell Primary School to expand but some spare capacity.

Highways: Road to site is narrow and with no footway. The village road network would be unsuitable for any large development.

Site Requirements:

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- Highways – highway improvements would be required
- Ecological mitigation – for greater horseshoe bats and other species, in relation to loss of tree roosts/ foraging habitat/hedges and from lighting impacts, mitigation/ compensation needed. For Cirl bunting, the site is within a cirl bunting breeding territory zone and standard compensation payment will be required
- Design requirements - Design Code and Parcel Plans



Bishopsteignton

The parish of Bishopsteignton lies to the north of the River Teign, between Kingsteignton and Teignmouth. It is a large rural parish, with the exception of the defined village of Bishopsteignton. The parish is bordered by the parishes of Ideford to the north west, Kingsteignton to the west, Hacombe-with-Combe, Stokeinteignhead and Shaldon to the south, Teignmouth and Dawlish to the east and Ashcombe to the north east. In the 2011 census the parish had a population of 2,570 .

Bishopsteignton contains a good range of day-to-day local services and facilities, which include a community hall, local shop, pharmacy, doctor's surgery, church, post office, pub, primary school and nursery. There is a peak hours/frequent bus service in the village.

Bishopsteignton is served by the A381 to the south and is within easy reach of the A380. The B3192 passes through the parish.

There is capacity within the existing primary school to accommodate the level of development proposed (150 homes).

The whole of Bishopsteignton lies within the Undeveloped Coast designation. Any development would need to be carefully designed to mitigate any landscape impacts.

All development will be subject to the Bishopsteignton Neighbourhood Plan October 2017. The Plan contains policies that support affordable housing and smaller new homes, additional parking and a reduction in traffic speed, proper assessment of traffic impacts from new development, the screening of masts and the Teign Estuary Trail. The Plan also protects local facilities, parking, pedestrian and cyclist safety, historic gardens within the village, heritage assets including the Conservation Area, the local landscape and Undeveloped Coast, wildlife and agricultural land. The Plan also designates Local Green Spaces and employment /mixed use development site at Bakers Yard.

There are 4 site options in Bishopsteignton.

Land south of Forder Lane, Bishopsteignton

A greenfield site which comprises of four undulating grassed fields on western edge of village, sloping up to the north from A381 and enclosed by hedgerows with some trees. Existing residential properties adjoin to northeast, including Teign Close and western end at Forder Cross.

Site size: Total size is 4.17 hectares, of which 4.11 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 30 - 40 homes

Opportunities

Sustainable travel: Land south of Forder Lane site is within 500m of a bus stop, with frequent bus services, including peak hour services to Newton Abbot and Teignmouth. There are no present links to cycle routes for the site but the forthcoming Teign Estuary Cycle Trail will provide a link from the southern side of the village providing a new leisure facility for journeys to Teignmouth and Newton Abbot with access within 400m of the Land South of Forder Lane site. The site is within walking distance of the village centre.

Green space: The site has sufficient capacity to deliver a moderate level of open space, landscaping, tree planting and natural green space.

Health and wellbeing: The site is located in an area with green infrastructure such as close proximity of a public footpath link. (within 400m) Future Teign Estuary Cycle Trail will provide a new leisure resource for residents.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Education: There is some spare capacity for development at Bishopsteignton Primary School.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. In addition, Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone: Habitat Regulations contribution needed. Main protected species are grey long-eared bats, lesser horseshoe bats along with Greater horseshoe bats. Part of the site is within curlew bunting breeding territory. Land is adjacent to Bishopsteignton House Unconfirmed Wildlife Site. Priority habitat of species-rich hedges also exists on the site.

Heritage: No listed buildings within or adjacent to site. Closest Grade II listed building is Bishopsteignton House at Newton Road, less than 0.5km from site. The site lies in an area of archaeological potential with regard to known prehistoric activity in the surrounding landscape.

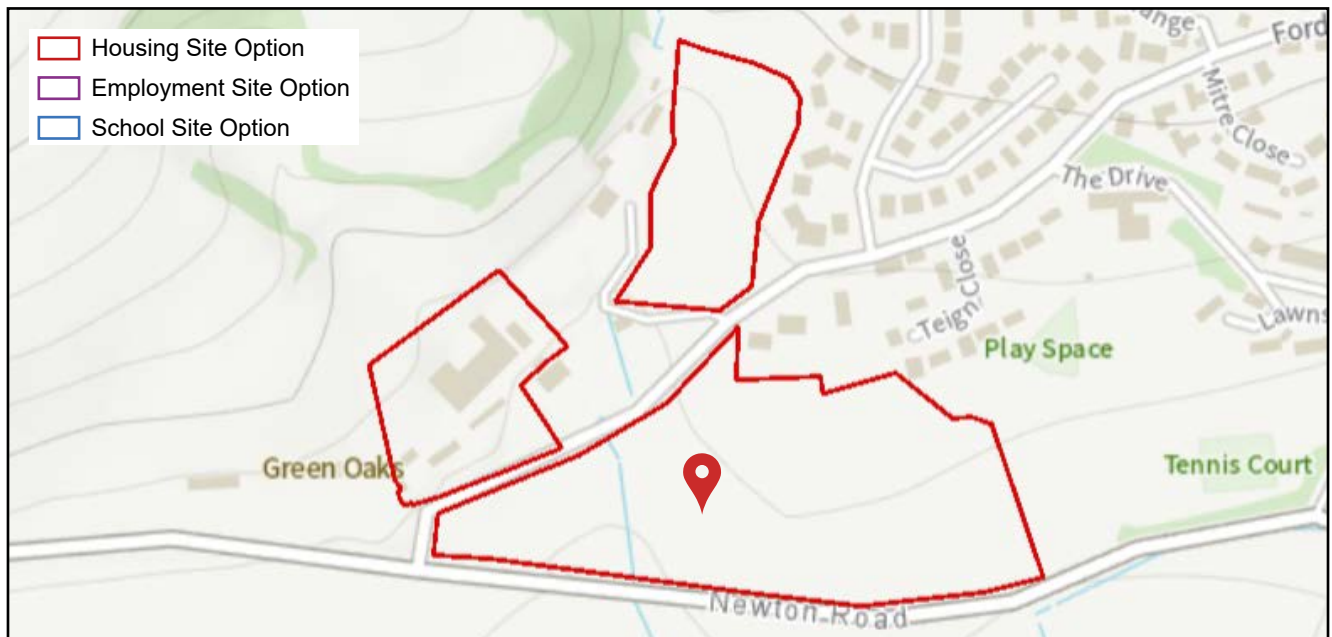
Landscape: The site lies within designated undeveloped coast. Although attached to the existing settlement, is in a highly visually prominent location where development will be perceived particularly from the south. Assimilation of the development into its surroundings through landscaping or high quality stone wall along the A381 would be required.

Topography: Land is sloped upwards to the north from A381.

Highways: Highway improvements would be required in order to facilitate the development scheme with safety measures put in place for connections from site.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play
- Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – highway improvements required depending on size of development
- Ecological mitigation – Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone: Habitat Regulations contribution will be needed
- Retention/ enhancement of boundary hedges and their connectivity with surrounding hedges/ habitats, lighting controls and compensatory provision/ enhancement of foraging habitat for bats
- Landscape mitigation – Development would need to be concealed behind a thick belt of woodland or a 3 metre tall, high quality stone wall along the A381 with the purpose to screen modern urban development and reinforce rural vernacular character
- Heritage mitigation - Any proposals for development here need to be supported by an appropriate level of archaeological investigation - consisting of geophysical survey and field evaluation
- Design Principles, Parameter Plans, Design Code and Parcel Plans
- High speed digital infrastructure



Bishops Combe, Bishopsteignton

A greenfield site comprising of a rectangular field on western edge of village, grassed and enclosed by trees/hedgerows. Sloping down on western side.

Site size: Total size is 1.25 hectares, of which 1.20 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 19 - 29 homes

Opportunities

Sustainable travel: The site is within walking distance of the village centre.

Health and wellbeing: The site is located in an area with green infrastructure such as close proximity of a public footpath link. (within 400m) The future Teign Estuary Cycle Trail will provide a new leisure resource for residents from the south of the village.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No mineral constraints.

Education: There is some spare capacity for development at Bishopsteignton Primary School.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. In addition, Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone: Habitat Regulations contribution needed. Main protected species are grey long-eared bats, lesser horseshoe bats along with Greater horseshoe bats. The site is surrounded by curlew breeding territories and may provide suitable breeding and summer foraging habitat. Dormouse, assumed to be present in hedges and scrub. Land is close to Bishopsteignton House Unconfirmed Wildlife Site. Priority habitat of species-rich hedges.

Heritage: No listed buildings within or adjacent to site. Closest Grade II listed building is Bishopsteignton House at Newton Road, less than 0.5km from site.

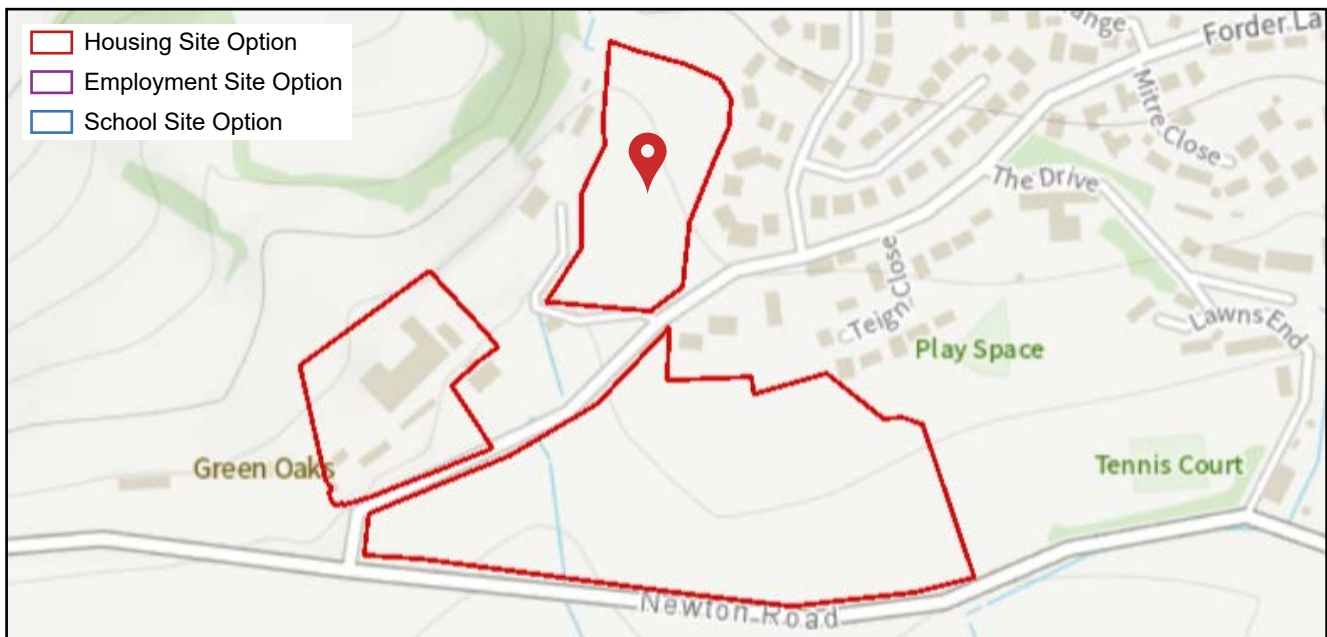
Landscape: The site lies within designated undeveloped coast. Attached to the existing settlement of Bishopsteignton and mostly away from the main approach and, as a consequence, not readily perceived, especially if screened on the southern boundary.

Topography: Land is sloped downward on western side.

Highways: Highway improvements would be required subject to size of development in order to facilitate a scheme.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – highway improvements required depending on size of development
- Ecological mitigation – Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone: Habitat Regulations contribution will be needed
- Retention/ enhancement of boundary hedges and their connectivity with surrounding hedges/ habitats, lighting controls and compensatory provision/ enhancement of foraging habitat for bats
- Landscape mitigation – Development would form the settlement edge and need to have an irregular layout and peter out in density towards the outer edge. Screening on the southern boundary is necessary
- Design Principles, Parameter Plans, Design Code and Parcel Plans
- High speed digital infrastructure



Bakers Yard, Bishopsteignton

Site comprises redundant and derelict agricultural buildings previously linked to horticultural nursery on land sloping up towards the north. With existing hard surfacing areas associated mainly with buildings of variable quality. Enclosed by hedgerows with intermittent trees. Located on western side of Bishopsteignton and separated from the built form of the village.

Site size: Total size is 1.23 hectares, of which 0.84 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 13 - 20 homes

Opportunities

Sustainable travel: Bakers Yard is more than 500m from a bus stop, with frequent bus services, including peak hour services to Newton Abbot and Teignmouth. There are no present links to cycle routes for the site but the forthcoming Teign Estuary Cycle Trail will provide a link from the southern side of the village providing a new leisure facility for journeys to Teignmouth and Newton Abbot with access within 800m of the Land South of Forder Lane site. The site is within 400m of public footpath link.

Health and wellbeing: The site is located in an area with green infrastructure such as close proximity of a public footpath link. (within 400m) Future Teign Estuary Cycle Trail will provide a new leisure resource for residents.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Education: There is some spare capacity for development at Bishopsteignton Primary School.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. In addition, Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone: Habitat Regulations contribution needed. Main protected species are grey long-eared bats, lesser horseshoe bats along with Greater horseshoe bats. Part of the site is within cirl bunting breeding territory. Barn Owls may use buildings on site. Reptiles very likely to use the site, survey and translocation needed. Land is adjacent to Ashwell County Wildlife Site (breeding cirl buntings). Priority Habitats: species-rich hedges.

Heritage: No listed buildings within or adjacent to site. Closest Grade II listed building is Bishopsteignton House at Newton Road, less than 0.5km from site.

Landscape: The site lies within designated undeveloped coast. It is detached from the village, occupying a visually prominent location where development will impact on the rural, nucleated character of Bishopsteignton.

Topography: Land is sloped upwards to the northern side.

Highways: Highway improvements would be required subject to facilitate the development.

Other: The site is allocated for employment use (with residential development if necessary to make employment development viable) in the Bishopsteignton Neighbourhood Plan.

Site Requirements:

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – highway improvements required depending on size of development
- Ecological mitigation – Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone: Habitat Regulations contribution will be needed
- Retention/ enhancement of boundary hedges and their connectivity with surrounding hedges/habitats, lighting controls and compensatory provision/enhancement of foraging habitat for bats. Also, mitigation/compensation needed for impacts from loss of trees, scrub, hedges, cats and lighting

- Landscape mitigation – Development would need to have a form, scale and appearance that concealed modern, urban characteristics and reinforced rural vernacular character
- Design Principles, Parameter Plans, Design Code and Parcel Plans



High Elms, Bishopsteignton

Site comprises an area of land attached to existing High Elms residential property on northern side of Bishopsteignton. The site borders other residential properties along Radway Street/Court and Radway Farm on north western side and open fields to the rear.

Site size: Total size is 0.41 hectare, of which 0.35 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 4 - 7 homes

Opportunities

Sustainable travel: High Elms is within 500m of a bus stop, with frequent bus services, including peak hour services to Newton Abbot and Teignmouth. The site is within walking distance of the village centre.

Health and wellbeing: The site is located in an area with green infrastructure such as close proximity of a public footpath link. (within 400m) The future Teign Estuary Cycle Trail will provide a new leisure resource for residents from the south of the village.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No mineral constraints.

Education: There is some spare capacity for development at Bishopsteignton Primary School.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. In addition, Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone: Habitat Regulations contribution needed. Main protected species are grey long-eared bats, barbastelle bats along with Greater horseshoe bats. The site is within Cirl bunting survey area. Dormouse, assumed to be present in hedges and scrub. Land is adjacent to Bishopsteignton County Wildlife Site, identified for breeding Cirl Bunting.

Heritage: No listed buildings within site. Closest Grade II listed buildings are Lower Radway House & Little Radway, both within 100m of the site.

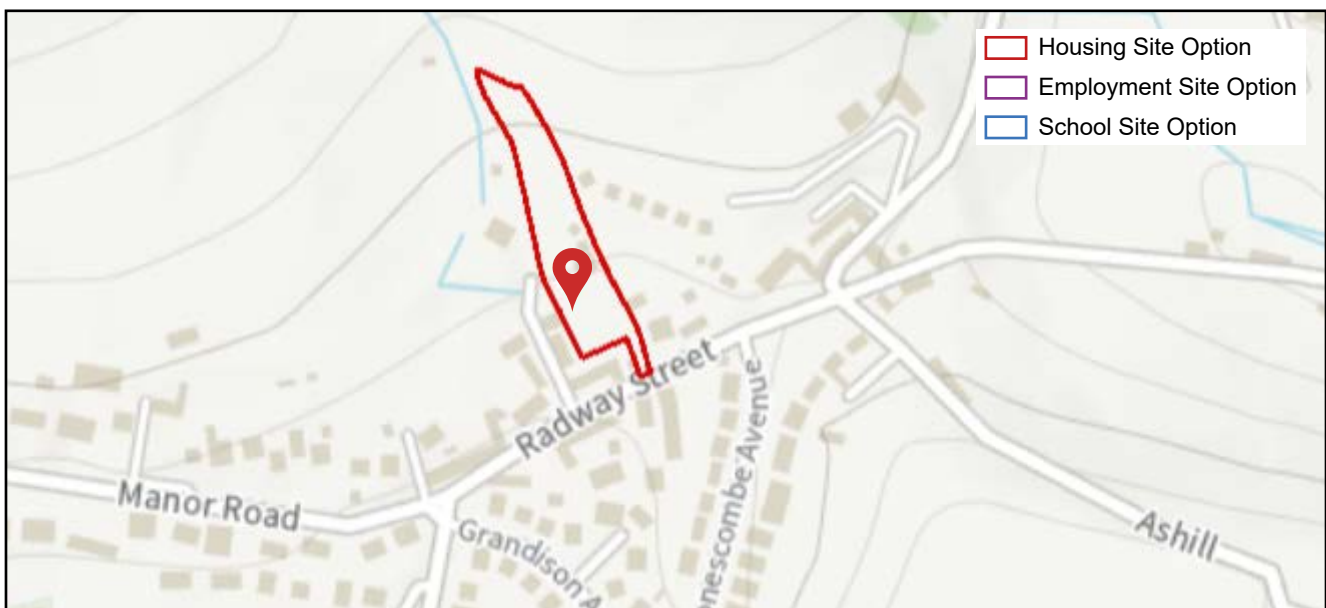
Landscape: The site lies outside landscape protection areas and occupies a contained location within the village and fits well with the growth pattern of the settlement.

Topography: Land contains some sloping areas at south and northern ends.

Highways: The site is accessed off an unclassified County Road. No record of any collisions in the vicinity of the site. The visibility is likely to be acceptable for the speed of traffic.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- Ecological mitigation – Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone: Habitat Regulations contribution will be needed
- Retention/ enhancement of boundary hedges and their connectivity with surrounding hedges/habitats, trees should be retained wherever possible and especially adjacent to the County Wildlife Site. Mitigation/compensation needed for loss of building or tree roosts, loss of foraging habitat and additional lighting
- Design Code and Parcel Plans required



Broadhempston

The parish of Broadhempston lies in the southern part of the district and borders South Hams. The parishes of Woodland, Denbury and Torbryan, and Ipplepen lie to the north west, north and east respectively. The only defined settlement within the parish is the village of Broadhempston. In the 2011 census the parish had a population of 672.

Broadhempston contains basic day-to-day facilities, including a community hall, local shop, church, post office, pub, and primary school. It has a peak hours/frequent bus service.

The village is only accessible by country lanes. The A381 lies close to the east of the Parish and the A384 lies to the west, the parish itself is served by country lanes.

There is capacity within the existing primary school to accommodate the level of development proposed (12 homes).

There are 3 site options in Broadhempston.

Land north of Ashwick Court, Broadhempston

A greenfield site which comprises of an open field area located on the northern side of the village which adjoins the local football ground to the north. Defined by New Lane on western side and other road along eastern boundary.

Site size: Total site size is 1.77 hectares, of which 1.77 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 28 - 42 homes

Opportunities

Sustainable travel: Land north of Ashwick Court is within 500m of a bus stop with peak hour bus services to primarily Totnes. The nearest public right of way is 180m to south by Robin Hill. The site is within walking distance of the village centre.

Green space: The site is large enough to be able to provide for play spaces, tree planting, biodiversity enhancement and restoration.

Health and wellbeing: The site is located in an area with green infrastructure such as being adjacent to a playing field for team sports and a tennis court, (Headlands Playing Field) at Waterford Cross and within 400m of a public footpath.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Main protected species are great crested newts, dormouse, along with Greater horseshoe bats. The site is within cirl bunting breeding territory. Land is within 150m of Broadhempston Pond County Wildlife Site which is designated for great crested newts. Priority habitat of species-rich hedges/trees and improved or semi-improved grassland also exists on the site.

Heritage: No listed buildings within or adjacent to site. Closest Grade II listed building is The Retreat, 80m to south and conservation area lies 45m away from site. The site does contain possible medieval boundary features.

Landscape: The sites fall within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). Development in a linear fashion away from the nucleated settlement would be visible from both sides of the main road. Part of the site was a historic orchard.

Highways: Land is accessed through country lanes. Highway improvements including footway and cycleway connection required.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision

- 5% custom and self-build plots
- Highways – highway improvements required depending on size of development
- Ecological mitigation – for great crested newts, surveys, mitigation and compensation will be needed, including retention of hedges, with buffers. For greater horseshoe/lesser horseshoe bats, in relation to loss of foraging habitat/ flyways/tree roosts and from lighting impacts, mitigation/ compensation needed. For dormouse, in relation to loss of hedges, cats and lighting, mitigation/compensation needed. For Cirl Bunting, a proportional compensation payment will be required
- Landscape mitigation - development would be more acceptable if it reflected the pattern, form and arrangement of development character found in Broadhempston with dwellings facing on to the street
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



South West of Stoop Cross, Broadhempston

A greenfield site which comprises of an open field to south of village. Bounded by a minor road along eastern side. Land is reasonably flat.

Site size: Total site size is 1.27 hectares, of which 1.27 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 10 homes

Opportunities

Sustainable travel: Land southwest of Stoop Cross is within 500m of a bus stop with peak hour bus services to primarily Totnes. A public right of way runs along the northwest end of the site. The site is within walking distance of the village centre.

Green space: The site is large enough to be able to provide for play space, tree planting, biodiversity enhancement and restoration.

Health and wellbeing: The site is located in an area with green infrastructure, adjoining a walking path.

Flooding: The site lies within Flood Zone 1. Potential for development to help resolve high surface water runoff from surrounding fields into the village centre.

Minerals: No minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Main protected species are great crested newts,

dormouse, along with greater horseshoe bats. Land is within 450m of great crested newt breeding pond. (the species regularly travels 500+m) Priority habitat of species-rich hedges.

Heritage: Broadhempston conservation area lies immediately to the north of the site. Setting of this and listed buildings need to be considered. Nearest of the latter is Sneyhurst, a Grade 2 listed building adjoining the site on the opposite side of the lane along southeast corner.

Landscape: The sites fall within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). Development has potential to erode rural and historic character of the village. It would extend development in a linear fashion away from nucleated settlement.

Highways: Very narrow lane leading to the site. This area would not be suitable for a large development and would require highway improvements.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play Allotments not required
- Active travel and roads within development and to nearest main settlement. Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – highway improvements required depending on size of development
- Ecological mitigation – for great crested newts, surveys, mitigation and compensation will be needed, including retention of hedges, with buffers. For greater horseshoe/lesser horseshoe bats, in relation to loss of foraging habitat/ flyways and from lighting impacts, mitigation/ compensation needed. For dormouse, in relation to loss of hedges, cats and lighting, mitigation/compensation needed
- Landscape mitigation – development would only be acceptable if it responded in terms of pattern, scale and form, to vernacular character of village
- Heritage mitigation – potential for sensitive development to be acceptable in heritage terms
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



Land west of Ashwick Court, Broadhempston

A greenfield site located on the eastern side of the village to the rear of residential properties along the main street. Road access is from New Lane.

Site size: Total site size is 1.3 hectares, of which 1.3 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 15 - 20 homes

Opportunities

Sustainable travel: Land west of Ashwick Court is within 500m of a bus stop with peak hour bus services to primarily Totnes. The nearest public right of way is 175m to the south at Robin Hill. The site is within walking distance of the village centre.

Green space: The site is large enough to be able to provide for play space, tree planting, biodiversity enhancement and restoration.

Health and wellbeing: The site is located in an area with green infrastructure being 380m away from the recreation facility at Headlands Playing Field and close to a walking path.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Main protected species are great crested newts, dormouse, along with Greater horseshoe bats and lesser horseshoe bats. Land is adjacent to Broadhempston Pond County Wildlife Site which is designated for great crested newts. Priority habitat of species-rich hedges/trees and improved or semi-improved grassland also exists on the site.

Heritage: The site adjoins conservation area to south covering properties in the centre of the village. There are features which may have archaeological interest in terms of early settlement, funerary or other activity on the site. No listed buildings within or adjacent to site. Closest Grade II listed building is The Retreat, less than 50m to east.

Landscape: The sites fall within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). Parts of the land formerly historic orchard but now gone.

Highways: Land is accessed through a very narrow lane which would not be suitable for a large development.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – highway improvements including footway and cycleway connection required
- Ecological mitigation – for great crested newts, surveys, mitigation and compensation will be needed, including retention of hedges, with buffers. For greater horseshoe/lesser horseshoe bats, in relation to loss of foraging habitat/ flyways/tree roosts and from lighting

impacts, mitigation/ compensation needed. For dormouse, in relation to loss of hedges, cats and lighting, mitigation/compensation needed

- Landscape mitigation – the site is well attached to the settlement and hidden behind existing frontages
- Heritage mitigation – potential for sensitive development to be acceptable in heritage terms. Permission conditional upon a programme of archaeological work to ensure that any heritage assets affected by development are recorded and analysed before commencement
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



Chudleigh Knighton

Chudleigh Knighton lies within the parish of Hennock, to the east of Bovey Tracey and south west of Chudleigh. The parish extends northwards from the A38 to the west of the Teign Valley. Part of the Parish is within Dartmoor National Park. The only defined settlement in the Plan area within the Parish of Hennock is Chudleigh Knighton. This large village had a population of 1125 in 2011 census.

Chudleigh Knighton has a good range of services and facilities, including a community hall, local shop, church, post office, pub, primary school and nursery/pre-school. It has a peak hour/frequent bus service.

The village lies close to the A38 dual carriageway and has easy access to and from it in both directions.

There is capacity within the existing primary school to accommodate the level of development proposed (45 homes).

There are 2 site options in Chudleigh Knighton.

Land to rear of Apple Tree Close, Chudleigh Knighton

This grassed site lies on the western side of Chudleigh Knighton extending further westward into countryside. It lies immediately north of Apple Tree Close.

Site size: Total size is 5.45 hectares, all of which is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 50

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot, Exeter, Heathfield and Bovey Tracey.

Green infrastructure: Although only a small scale development would be suitable in the village, the site is large enough to provide local public open space to support wildlife and provide landscaping, tree planting and an on-site play area.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: Part of the site lies within a Ball Clay Minerals Safeguarding Area, with the remainder falling within a Minerals Consultation Zone, but its size and proximity to the adjacent to Chudleigh Knighton Heath SSSI/DWT Reserve (international importance for invertebrates and heathland) mean that future minerals extraction is unlikely.

Education: Chudleigh Knighton Church of England Primary School has capacity based on its cohort, but does not have the ability to expand on its current site.

Sensitivities

Ecology: The site lies adjacent to Chudleigh Knighton Heath SSSI/DWT Reserve (international importance for invertebrates and heathland), and within the South Hams SAC Landscape Connectivity Zone and Sustenance Zone. It also lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). The site contains Priority Habitats of species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse.

Heritage: There are no listed buildings on or adjacent to the site. However, the site does fall within the 1km buffer of a number of Grade II and Grade II* listed buildings in the village.

Landscape: The site lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). However, the impact on the setting of this protected landscape is limited as the proposed sites are more than 1km from the DNP boundary.

Topography: The site is gently sloping, but would not restrict or prevent development.

Highways & Access: Highway improvements may be required to address the current access through Apple Tree Close. Footpath and cycle access connecting to existing routes is required.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic passing through Apple Tree Close and the B3344 through Chudleigh Knighton, resulting in an increase in emissions, noise and risks to pedestrian safety.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Chudleigh Knighton
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Tollgate Farm, Chudleigh Knighton

This gently sloping grassed site lies on the northern side of Chudleigh Knighton with existing built development to the south and east.

Site size: Total size is 1.57 hectares, all of which is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 31

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot, Exeter, Heathfield and Bovey Tracey.

Green infrastructure: Although only a small scale development would be suitable in the village, the site is large enough to provide open space to support wildlife and provide landscaping, tree planting, and a children's play area.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: No part of the site falls within either Minerals Safeguarding Area or a Minerals Consultation Zone.

Education: Chudleigh Knighton Church of England Primary School has capacity based on its cohort, but does not have the ability to expand on its current site.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone and Sustenance Zone, and the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). An Unconfirmed Wildlife Site - (Pitt Farm - Orchard) is located immediately to the north of the site. The site contains Priority Habitats of species-rich hedges, grassland and other habitats and features that support Protected Species including bats, Dormouse and Slow Worm.

Heritage: There are no listed buildings on or adjacent to the site. However, the site does fall within the 1km buffer of a number of Grade II and Grade II* listed buildings in the village.

Landscape: The site lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). However, the impact on the setting of this protected landscape is limited as the proposed sites are more than 1km from the DNP boundary.

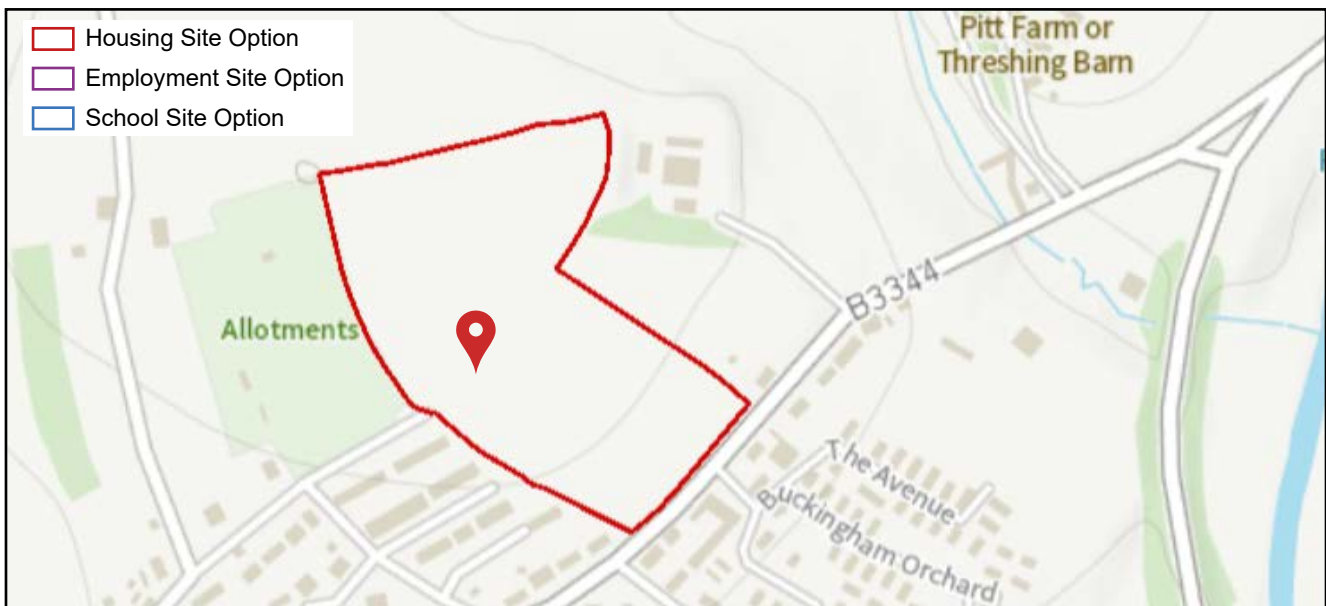
Topography: The site is gently sloping, but would not restrict or prevent development.

Highways & Access: Highway improvements may be required required to connect the with the B3344 immediately adjacent to the site. Footpath and cycle access connecting to existing routes is also required.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic passing through the village on the B3344 resulting in an increase in emissions, noise and risks to pedestrian and cyclist safety.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Chudleigh Knighton
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Cockwood, Middlewood and Westwood

The villages of Cockwood, Middlewood and Westwood

These villages had a population of 349 in 2011 census.

Collectively, the villages have a basic level of service provision including a community hall, pub and primary school. They are in reasonable proximity to Starcross approximately 1.5 km away, accessible via a dedicated cycle route, providing residents a greater range of services. There is a limited bus service directly serving each village.

There is capacity within the existing primary school to accommodate the level of development proposed (10 homes).

However, whilst it may be possible to allow for small scale development in Cockwood, Middlewood and Westwood, there have not been any sites that have been submitted to us which are considered suitable for development. Other options can be submitted as part of this consultation which we will consider.

Denbury

The village of Denbury lies within the parish of Denbury and Torbryan, located to the west of Newton Abbot which is approximately 4km away. The parish includes the two villages of Denbury and Torbryan, but only the larger village of Denbury has a basic level of service provision. The parish had a population of 918 in 2011 census.

Denbury has a basic range of services and facilities, including a community hall, church, pub and primary school. It has a peak hour/frequent bus service.

There is capacity within the existing primary school to accommodate the level of development proposed (15 homes).

There are 4 site options in Denbury.

Denbury Glebe, Denbury

Large, grassed, gently sloping site, bordered by hedgerow and mature trees on the western edge of Denbury, to the south of Woodland Road.

Site size: Total size is 0.63 hectares, all of which is considered is developable.

Indicative number of homes factoring in sensitivities and requirements: 12

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot.

Green infrastructure: Although only a small scale development would be suitable in the village, the site is large enough to provide open space and an on-site pocket play area.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: A small section at the eastern edge of the site falls within a Minerals Consultation Area (MCA) Aggregates.

Education: Denbury Primary School has capacity based on its cohort, but does not have the ability to expand on its current site.

Sensitivities

Ecology: The site lies within the South Hams Special Area of Conservation (SAC) Landscape Connectivity Zone. It also lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). The site contains Priority Habitats of species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse.

Heritage: The site lies close to the Denbury Conservation Area and within the 1km buffer of a number of Grade II and Grade II* listed buildings in the village.

Landscape: The site lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC).

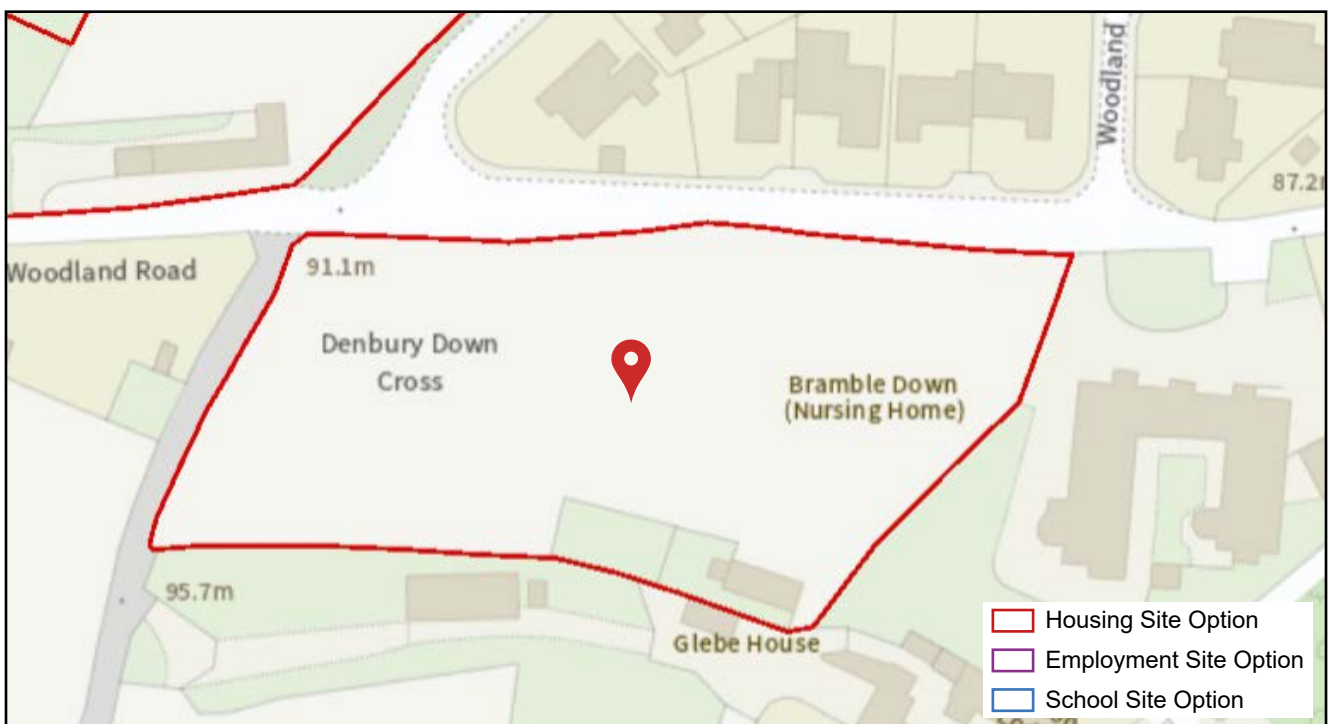
Topography: The site is gently sloping, but would not restrict or prevent development.

Highways & Access: The site is accessed off a relatively narrow network of roads, and therefore the amount of development may be limited. Direct access is achievable via Woodland Road. Footpath and cycle access connecting to existing routes is required. Parking issues may also need to be addressed.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise and risks to pedestrian/cyclist safety.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Denbury
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- High speed digital infrastructure



Land east of East Street, Denbury

Grassed, bordered by mature hedgerow and trees on the north eastern edge of Denbury, between Channings Wood Prison and the village.

Site size: Total size is 4.75 hectares, of which 1.9 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 10-20

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot.

Green infrastructure: Although only a small scale development would be suitable in the village, the site is large enough to provide open space and an on-site children's play area.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The whole site lies within a Minerals Consultation Area (MCA) Aggregates.

Education: Denbury Primary School has capacity based on its cohort, but does not have the ability to expand on its current site.

Sensitivities

Ecology: The site lies within the South Hams Special Area of Conservation (SAC) Landscape Connectivity Zone. It also lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). The site contains Priority Habitats of species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse.

Heritage: The site lies close to the Denbury Conservation Area and within the 1km buffer of a number of Grade II and Grade II* listed buildings in the village.

Landscape: The site lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). Its relatively conspicuous location means that any development would need to reinforce the distinctive characteristics of the settlement.

Topography: The site is gently sloping, but would not restrict or prevent development.

Highways & Access: The site is accessed off a relatively narrow network of roads, and therefore the amount of development may be limited. Footpath and cycle access connecting to existing routes is required. Parking issues along East Street would also need to be addressed.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise and risks to pedestrian/cyclist safety.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Denbury
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots (20+ units)
- High speed digital infrastructure



Land south of the Union Inn, Denbury

Grassed / agricultural land immediately south of the Union Inn, bordered by stone wall, mature hedgerow and trees. Steeply sloping in two areas on the eastern edge.

Site size: Total size is 2.1 hectares, of which 0.8 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 16

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot.

Green infrastructure: Although only a small scale development would be suitable in the village, the site is large enough to provide open space and an on-site children's play area.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The majority of the site falls within a Minerals Safeguarding Area (MSA) Aggregates, with a small section at the south east corner falling within a Minerals Consultation Area (MCA) Aggregates.

Education: Denbury Primary School has capacity based on its cohort, but does not have the ability to expand on its current site.

Sensitivities

Ecology: The site lies within the South Hams Special Area of Conservation (SAC) Landscape Connectivity Zone. It also lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). The site contains Priority Habitats of species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse.

Heritage: The site lies close to the Denbury Conservation Area and within the 1km buffer of a number of Grade II and Grade II* listed buildings in the village.

Landscape: The site lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). Any development would need to respond to the scale, pattern and form of vernacular development, conserve a positive sense of approach to the village and retain a rural character.

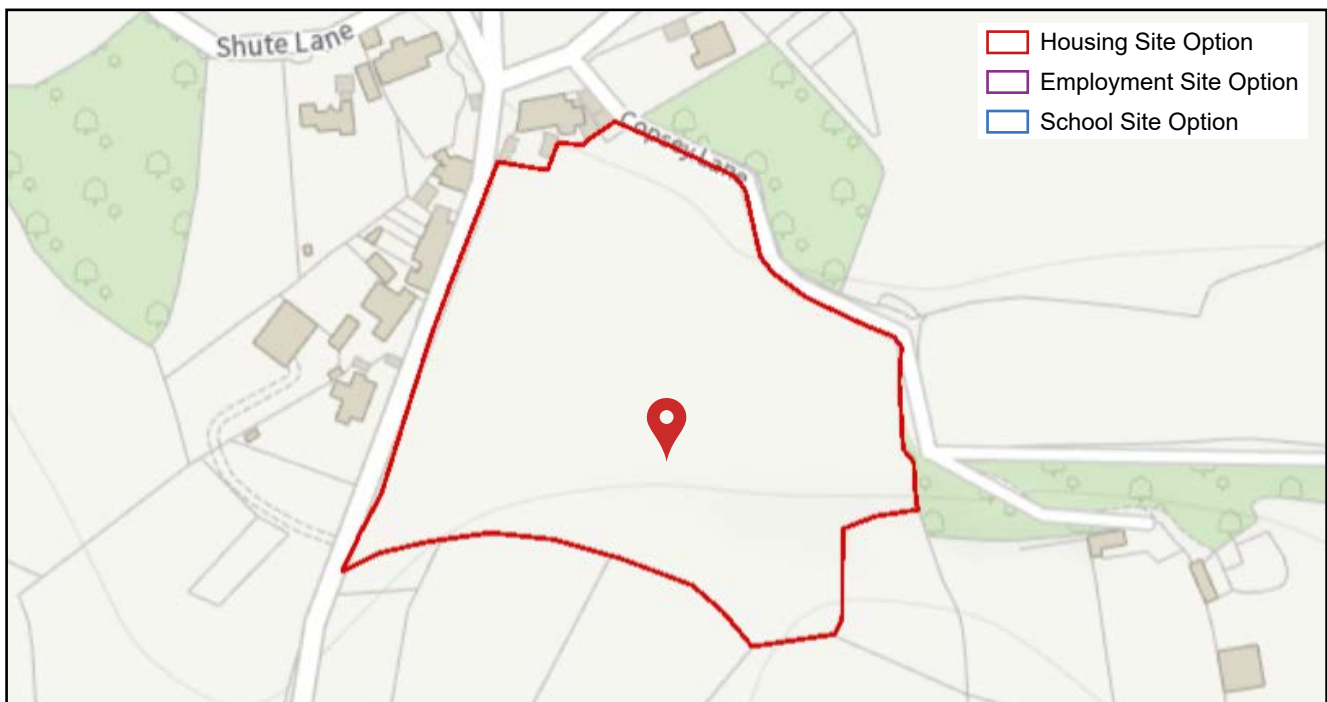
Topography: The eastern side of the site is steeply sloping and undevelopable.

Highways & Access: The site is accessed off a relatively narrow network of roads, and therefore the amount of development may be limited. Direct access is achievable via the Denbury-Broadhempston Road. Footpath and cycle access connecting to existing routes is required.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise and risks to pedestrian/cyclist safety.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Denbury
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- High speed digital infrastructure



Land at Denbury Down Lane, Denbury

Site lies in the north western part of the village, comprising a line of three fields. The southern end contains some buildings and hardstanding area that has access from Woodland Road. Site is opposite bungalow development along Denbury Down Lane.

Site size: Total size is 1.04 hectares, all of which is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 19

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot.

Green infrastructure: Although only a small scale development would be suitable in the village, the site is large enough to provide open space and an on-site children's play area.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The north eastern edge of the site falls within a Minerals Consultation Area (MCA) Aggregates.

Education: Denbury Primary School has capacity based on its cohort, but does not have the ability to expand on its current site.

Sensitivities

Ecology: The site lies within the South Hams Special Area of Conservation (SAC) Landscape Connectivity Zone. It also lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). The site contains Priority Habitats of species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse.

Heritage: The site lies close to the Denbury Conservation Area and within the 1km buffer of a number of Grade II and Grade II* listed buildings in the village.

Landscape: The site lies within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). Its relatively conspicuous location means that any development would need to reinforce the distinctive characteristics of the settlement.

Topography: The site is gently sloping, but would not restrict or prevent development.

Highways & Access: The site is accessed off a relatively narrow network of roads, and therefore the amount of development may be limited. Direct access is achievable via Denbury Down Lane. Footpath and cycle access connecting to existing routes is required.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise and risks to pedestrian/cyclist safety.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Denbury
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots (20+ units)
- High speed digital infrastructure



Doddiscombsleigh

The parish of Doddiscombsleigh lies in the northern part of the district. It is approximately 6.5km south west of Exeter and is bounded by the parishes of Dunsford, Dunchideock, Kenn and Ashton within Teignbridge and the parishes of Bridford and Christow within Dartmoor National Park to the west. The parish is rural in nature, with Doddiscombsleigh being the only defined village within it. The parish had a population of 290 in the 2011 census.

The parish and is served by a network of narrow country lanes. The B3193 is the nearest main road, lying approximately 1.5km west of the village of Doddiscombsleigh. There are no nearby railway stations, but the parish is served by a relatively frequent bus service into Exeter, which also runs at peak hours, enabling commuting to the city.

There are limited day-to-day facilities within the village, including a place of worship, public house, pre-school provision and a Primary School. In addition, the village lies in a rural location, with landscape sensitivities due to the proximity of Dartmoor National Park. However, a small scale development would help to support the existing facilities of the pub and school. The village would be a sustainable location for a small number of new homes, subject to being planned in a careful way, and including landscaping and good design.

There is capacity within the existing primary school to accommodate the level of development proposed (10 homes).

There is only 1 site within Doddiscombsleigh that is considered suitable for development.

Land at Springfield Farm, Doddiscombsleigh

This greenfield site comprises open agricultural land, located north west of Doddiscombsleigh village. Topography is gently sloping in the main, with an area to the northern boundary (measuring 0.51 ha) which is steeper (1:6 to 1:3 gradient). The site includes hedgerow boundaries and some trees.

Site size: Total size 2.91 hectares, of which 1.44 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 5 - 10 homes

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent and peak hours service to Exeter.

Green infrastructure: Although only a small scale development would be suitable in the village, the site is large enough to provide for a network of green infrastructure to support wildlife and provide landscaping, tree planting and small pocket play for children.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk)

Minerals: There are no minerals constraints affecting the site.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone and within the Exe Estuary SPA 10km Recreational Zone. Woodah Farm CWS lies 190m to southwest of site and Valley Cottage CWS, 235m to north of site. The site contains Priority Habitats of species-rich hedges and other habitats and features that support Protected Species including bats and dormice.

Heritage: The site lies approximately 250m west of Doddiscombsleigh Conservation Area, although there is existing development between the site and the Conservation Area.

Landscape: A location with medium-high landscape sensitivity, within 1.3km of Dartmoor National Park, where development of a large scale would erode the rural character of the area/ Conservation Area and setting of the National Park. Any small scale development would need to respect the vernacular character of the area in terms of scale, pattern and form.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play
- Active travel to nearest village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on setting of Dartmoor National Park and edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the approach to Doddiscombsleigh Conservation Area
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- Submit comments



East Ogwell

The parish of Ogwell consists of the two separate settlements of East and West Ogwell. The largest village is East Ogwell which includes around 150 homes in the old village of East Ogwell and around 850 homes to the east of Canada Hill. East Ogwell lies south west of Newton Abbot, with Canada Hill directly adjoining the town.

There are a basic level of services in East Ogwell, including a community hall, pub, church, and primary school. These are spread out between the two areas of Canada Hill and the old village.

Whilst there is no existing capacity within the primary school at Canada Hill to accommodate the level of development proposed (10 homes) there is a scheme in place to expand the school from 315 to 420 places which would provide the necessary spaces.

All development will be subject to the Ogwell Neighbourhood Plan April 2018. The policies of the Plan support the redevelopment of Luxton Road Play Area, new local shops, greater connection to the countryside, certain types of renewable energy and infill development. The Plan sets standards for general design, design in the Conservation Area and new rural employment development, and protects existing shops and Locally Important Views, which affects the site below.

There is only 1 site option for development in the old village of East Ogwell. Other options for the Canada Hill area can be viewed in Chapter 4.

Mill Lane, East Ogwell

This greenfield site is located north eastern edge of East Ogwell village adjacent to Mill Lane. The site is gently sloping grassed area with mature hedgerow boundaries.

Site size: Total size is 0.49 hectares, of which 0.32 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 8

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by an infrequent and peak hours service to Newton Abbot.

Green infrastructure: Although only a small scale development would be suitable in the village, the site is large enough to provide green infrastructure to support wildlife and provide landscaping, tree planting and small pocket play for children.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The site lies within a Minerals Consultation Zone, but its size and proximity to the surrounding Conservation Area mean that future minerals extraction is unlikely.

Education: Canada Hill Primary School has capacity and is capable of expansion on its existing site.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone. The eastern arm of the site lies adjacent to East Ogwell Village Green Unconfirmed Wildlife Site. The site contains Priority Habitats of species-rich hedges and other habitats and features that support Protected Species including bats and Dormouse.

Heritage: The site lies adjacent to the Grade II listed Torre Cottage. The eastern edge of the site lies adjacent to the Ogwell Conservation Area.

Landscape: A location with moderate-low landscape sensitivity, within the 10km buffer zone of Dartmoor National Park (DNP) and South Dartmoor Woods Special Area of Conservation (SAC). High quality design would be required to ensure that any development would not erode the rural

character of the area/Conservation Area, respecting the vernacular character of the area in terms of scale, pattern and form. The southern part of the site lies within a Locally Important View, as designated in the Neighbourhood Plan.

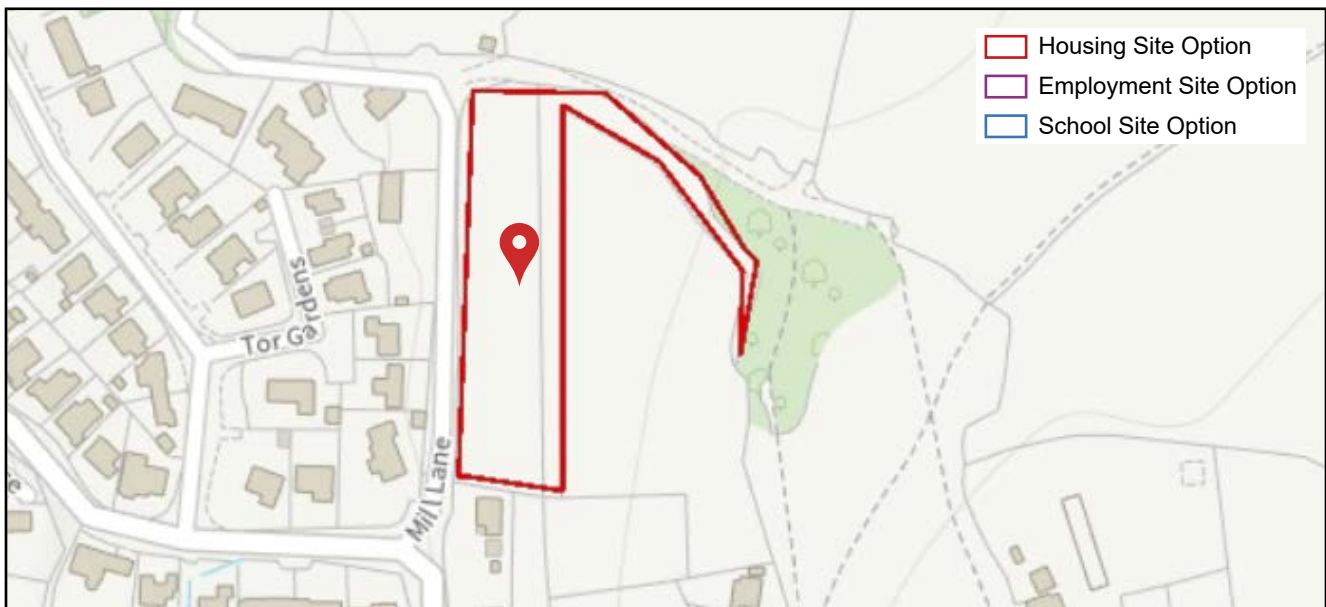
Topography: The site is gently sloping, but would not restrict or prevent development.

Highways & Access: Highway improvements required to address the current single lane access to the site via Mill Lane. Footpath and cycle access connecting to existing routes is required.

Amenity of Existing Residents: The site would have a limited impact on existing residents as the site is enclosed behind existing mature hedgerow, with existing properties only to the west and south of the site.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play
- Active travel and roads within the development
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of East Ogwell Conservation Area
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing



Exminster

The parish of Exminster lies in the east of the district and directly adjoins the city of Exeter. The village itself is situated close to the nearby significant employment location of Marsh Barton and recently approved employment scheme at Peamore. The proximity to Exeter provides a significant range of employment, retail, educational and leisure opportunities to residents. This large village had a population of 3616 in 2011 census.

Exminster has a good range of services including a shop, public house, village hall, a primary school, doctor's surgery and pharmacy, a pre-school, and a dentist. The village has high levels of self containment where residents can largely meet their day to day needs within walking distance. It is served by peak hour/frequent bus services.

The amount of development proposed in Exminster is 260 homes. This is proportional to the existing amount of properties in the village, its accessibility, and level of existing service provision. However, the primary school is at capacity and there is no opportunity to expand it on its current site. The level of development proposed would not be sufficient to generate demand for a new school, or fund its delivery. As such, it is proposed that any new homes in Exminster can only be provided as either retirement homes (with an over-50's occupancy restriction) or one-bedroom 'tiny homes'. This would ensure that the new development would not generate any additional pressures on the existing school.

All development will be subject to the Exminster Neighbourhood Plan March 2015. The policies of the Plan protect the landscape setting of the village, require new development to enhance local character and for development to the south west of Exeter to reflect its rural setting. They also set out support for the use of monies from development to be directed to certain uses, and that community sports and leisure facilities built as part of development to the south west of Exeter also benefit residents of the village.

There are 5 site options in Exminster.

Milbury Barton, Exminster

This is a flat site containing areas of mature woodland adjacent to the Milbury Farm development in the North of Exminster. It also includes an accessible grassed field area enclosed by mature woodland.

Site size: Total size is 1.31 hectares, of which 0.31 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 27

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: The site is large enough to provide local public open space to support wildlife and provide landscaping, tree planting and an on-site play area. However, the nature of this provision would need to be examined and adjusted accordingly if only housing for people of retirement age is provided due to education capacity constraints.

Health & Wellbeing: The site is over 800m from a major open space and is more than 400m from footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Sensitivities

Ecology: The site lies within 10km of the Exe Estuary Special Protection Area (SPA) and the Dawlish Warren Special Area of Conservation (SAC), and is adjacent to Cirl Bunting breeding territory. The site contains Priority Habitats of woodland, species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse.

Education: Exminster Primary School is at capacity and there is no opportunity to expand it on its current site. The level of development proposed would not be sufficient to generate demand for a new school, or fund its delivery.

Heritage: The site lies within 3km of the various grade II listed buildings, most notably the Grade II, former Hospital and landscaped grounds, the Chapel of Exe Vale Hospital; and North Lodge and South Lodge. As the site lies in an area around Milbury Farm, which is first documented in the early 14th century, archaeological deposits associated with the early settlement may survive. Therefore a programme of archaeological should be undertaken prior to development to record any heritage assets affected.

Landscape: The site present no notable landscape related issues.

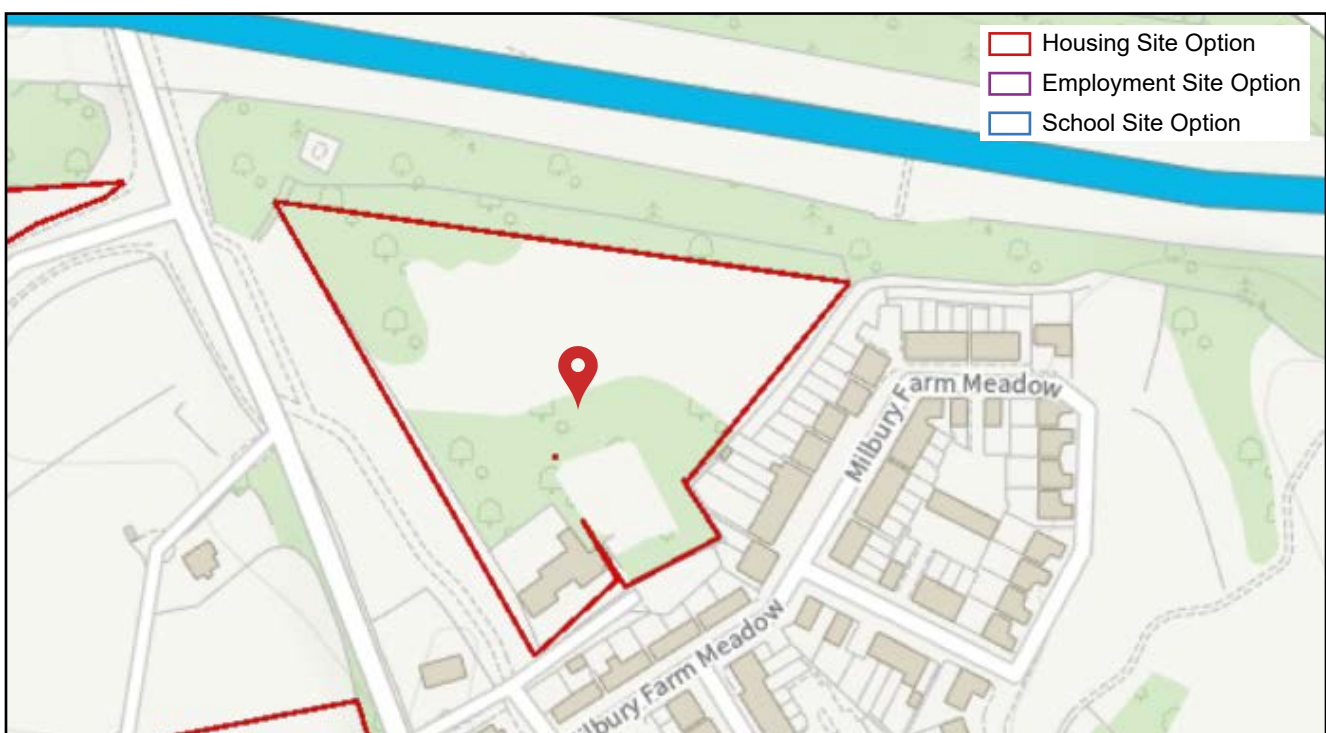
Topography: The site is mainly flat.

Highways & Access: The site would be accessed via either the new Milbury Farm development or from the main Exminster Road. Footpath and cycle access connecting to existing routes are required.

Amenity of Existing Residents: There would be limited impacts on existing residents as the site is mainly enclosed by mature woodland and is on the outskirts of the village. The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Exminster
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Exminster West, Exminster

Large site area on the western edge of Exminster village comprising 3 sections. The area is currently, or has in the recent past been used for agriculture. Being such a large area, its topography varies from flat and gently sloping areas to steep slopes unsuitable for development.

Site size: Total size is 22.61 hectares, of which 11.51 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 255

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: The site is large enough to provide local public open space to support wildlife and provide landscaping, tree planting and on-site play areas. However, the nature of this provision would need to be examined and adjusted accordingly if only housing for people of retirement age is provided due to education capacity constraints.

Health & Wellbeing: The site is over 800m from a major open space and is more than 400m from footpaths that connects to this and other areas of local public open space. However the areas of the site considered undevelopable due to steep slopes could be utilised as large areas of open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Sensitivities

Ecology: The site lies within 10km of the Exe Estuary Special Protection Area (SPA) and the Dawlish Warren Special Area of Conservation (SAC), and is within at least three Cirl Bunting breeding territory zones. The whole of the is part of 'The Farm (Exminster) County Wildlife Site (CWS)', identified for Cirl Buntings. This Cirl Bunting CWS is particularly important as it hosts the most northerly population of Cirl Bunting in Britain. If this site were developed, substantial areas of Cirl Bunting habitat must be established within 2km before the existing habitat is damaged. The site also contains Priority Habitats of woodland, species-rich hedges, grassland and other habitats and features that support Protected Species including bats, Dormouse and Brown Hare.

Education: Exminster Primary School is at capacity and there is no opportunity to expand it on its current site. The level of development proposed would not be sufficient to generate demand for a new school, or fund its delivery.

Heritage: The site lies within 3km of the various grade II listed buildings. It is also in an area of archaeological potential with regard to known prehistoric activity in the surrounding landscape. Any proposals for development in this area must therefore be supported by a programme of archaeological works to determine the potential impact upon the historic environment.

Landscape: The site lies in an area that forms part of an open break between Exminster and Exeter. The effects on the rural nature, existing landscape quality ecology and heritage value are uncertain, as it will depend on the detailed scale, layout and design of the development. A well designed scheme incorporating landscaping could limit the impacts.

Topography: The topography varies from flat and gently sloping areas to steep slopes that render these areas unsuitable for development.

Highways & Access: The site would be accessed via either Farm House Rise and/or Eager Way, or through possible highway improvements along Day Pottles Lane and/or Deepway Lane. Footpath and cycle access connecting to existing routes are required.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise, and potential risks to pedestrians and cyclists.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Allotments
- Design to reflect local vernacular to conserve or enhance the setting of Exminster
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Sentry's Farm, Exminster

The site lies at the southern end of Exminster, adjacent to the recent development at Sentry's Farm. Comprises grassed field enclosed by hedgerows, with steeply sloped central area. Residential development to north and east, with fields to south and west.

Site size: Total size is 2.2 hectares, of which 1.03 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 21

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: The site is large enough to provide open space and an on-site children's play area. However, the nature of this provision would need to be examined and adjusted accordingly if only housing for people of retirement age is provided due to education capacity constraints.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Sensitivities

Ecology: The site lies within 10km of the Exe Estuary Special Protection Area (SPA) and the Dawlish Warren Special Area of Conservation (SAC), and much of the site is within Cirl Bunting breeding territory. The site contains Priority Habitats of woodland, species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse. As the site is within 500m of the estuary, housing here could generate particularly high recreation visit rates. The site may act as 'functionally-linked land', supporting SPA birds at certain states of tide or weather conditions, so a site-specific bird survey will be needed.

Education: Exminster Primary School is at capacity and there is no opportunity to expand it on its current site. The level of development proposed would not be sufficient to generate demand for a new school, or fund its delivery.

Heritage: The site lies within 3km of the various grade II listed buildings. Prehistoric, Roman and early medieval archaeology will need to be mitigated. Therefore a programme of archaeological should be undertaken to determine the potential impact upon the historic environment.

Landscape: The site present no notable landscape related issues.

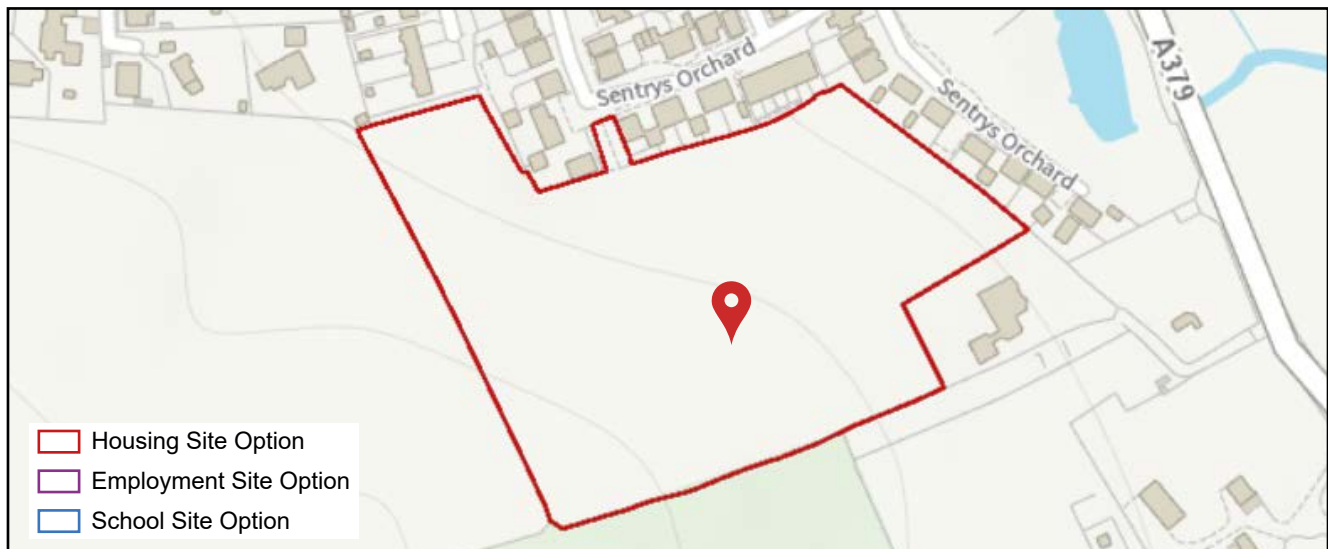
Topography: Sensitive landscape, but impacts could be countered by the urban context. Any development should avoid erosion of the character of the settlement.

Highways & Access: The site would be accessed via connection to existing roads within the Sentry's Farm development. Footpath and cycle access connecting to existing routes are required.

Amenity of Existing Residents: There would be limited impacts on existing residents as the site is mainly enclosed by mature woodland and is on the outskirts of the village. The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Exminster
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Sannerville Chase, Exminster

Small grassed site on the northern edge of Exminster adjacent to Reddaway Drive, bordered by mature trees and hedgerow

Site size: Total size is 0.41 hectares, of which 0.33 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 8

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: The site is large enough to provide open space and an on-site pocket play area. However, the nature of this provision would need to be examined and adjusted accordingly if only housing for people of retirement age is provided due to education capacity constraints.

Health & Wellbeing: The site is over 800m from a major open space and is more than 400m from footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Sensitivities

Ecology: The site lies within 10km of the Exe Estuary Special Protection Area (SPA) and the Dawlish Warren Special Area of Conservation (SAC), and is adjacent to Cirl Bunting breeding territory. The site contains Priority Habitats of woodland, species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse.

Education: Exminster Primary School is at capacity and there is no opportunity to expand it on its current site. The level of development proposed would not be sufficient to generate demand for a new school, or fund its delivery.

Heritage: The site lies within 3km of the various grade II listed buildings, most notably the Grade II, former Hospital and landscaped grounds, the Chapel of Exe Vale Hospital; and North Lodge and South Lodge.

Landscape: The site present no notable landscape related issues.

Topography: The site is mainly flat.

Highways & Access: The site would be accessed existing lanes adjacent to the site. Highway improvements and footpath and cycle access connecting to existing routes, and pedestrian crossing points to bus stops are required.

Amenity of Existing Residents: There would be limited impacts arising from increased traffic, resulting in an increase in emissions and noise.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Exminster
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- High speed digital infrastructure



Land to SSE of Exminster House, Exminster

Open land currently amenity space that is mainly flat in nature, with the exception of a ridge on the eastern boundary.

Site size: Total size is 0.73 hectares, of which 0.66 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 17

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: The site is large enough to provide open space and an on-site children's play area. However, the nature of this provision would need to be examined and adjusted accordingly if only housing for people of retirement age is provided due to education capacity constraints.

Health & Wellbeing: The site is over 800m from a major open space and is more than 400m from footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Sensitivities

Ecology: The site lies within 10km of the Exe Estuary Special Protection Area (SPA) and the Dawlish Warren Special Area of Conservation (SAC), and is close to Cirl Bunting breeding territory. The site contains Priority Habitats of woodland, species-rich hedges, grassland and other habitats and features that support Protected Species including bats, Dormouse, Barn Owls and possibly reptiles and badgers.

Education: Exminster Primary School is at capacity and there is no opportunity to expand it on its current site. The level of development proposed would not be sufficient to generate demand for a new school, or fund its delivery.

Heritage: The site lies within 3km of the various grade II listed buildings, most notably the Grade II, former Hospital and landscaped grounds, the Chapel of Exe Vale Hospital; and North Lodge and South Lodge.

Landscape: The site present no notable landscape related issues.

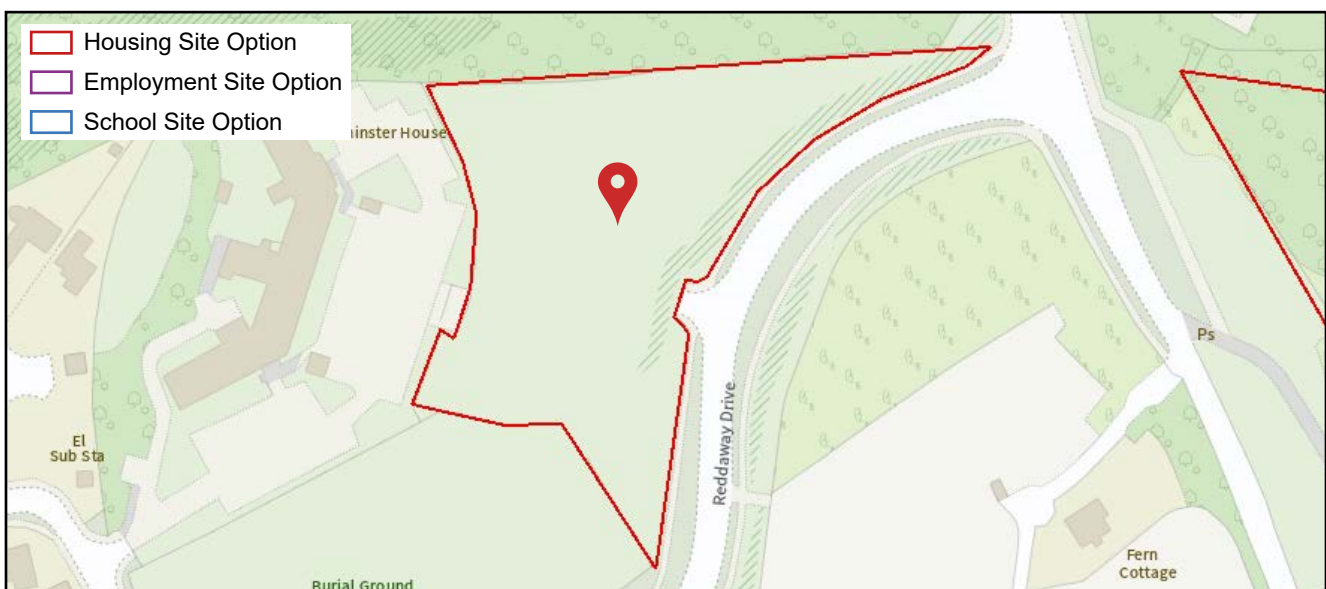
Topography: The site is slightly sloped

Highways & Access: The site would be accessed via Reddaway Drive. Footpath and cycle access connecting to existing routes are required.

Amenity of Existing Residents: Any development of this area, which is currently used as amenity green space may have effect a portion of residents by reducing the availability of local green space. Other impacts would result from increased traffic, resulting in an increase in emissions and noise.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Exminster
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- High speed digital infrastructure



Chapter 8.2: Housing Site Options for Villages (I-Z)

Village Development - Overview

The proposed strategy for distributing new development in Teignbridge includes a small amount of new homes being provided in the villages. We are only proposing to locate new homes in the villages where there is at least a basic level of existing facilities, including primary school provision as a minimum qualifying factor. The size and level of provision varies between the different villages, and as such the proposed amount of new housing varies too. This approach will ensure that new growth is in proportion with what already exists.

Appropriate levels of development within villages will provide important local opportunities for housing and support the provision of neighbourhood facilities without overburdening them. It also opens up more sites and locations for consideration, meaning that the pressure to find land on sensitive sites around the larger settlements is reduced, thus helping to minimise potential negative effects on very sensitive environments.

How much development is proposed in each of the villages?

The proposed distribution of housing within the villages has been based on the following criteria:

- The existing number of homes within the current settlement limit;
- How accessible they are based on distance to nearest urban centre and access to existing or planned active travel routes;
- Their existing level of service provision (i.e. whether service provision is: basic with no shop; basic with shop; above basic);
- Current education capacity (a cap on the number of new homes has been applied where capacity is limited);
- Neighbourhood planning allocations (existing or emerging); and
- Potential site availability based on an assessment of available sites and other settlement-wide constraints.

In applying these criteria, the following numbers of homes for each qualifying village is proposed as:

- Abbotskerswell: 50 homes
- Bishopsteignton: 150 homes
- Broadhempston: 12 homes
- Buckfastleigh: 12 homes
- Chudleigh Knighton: 45 homes
- Cockwood, Middlewood and Westwood: 10 homes
- Denbury: 15 homes
- Doddiscombsleigh: 10 homes
- East Ogwell: 10 homes
- Exminster: 260 homes
- Ide: 25 homes
- Ipplepen: 120 homes
- Kennford: 20 homes
- Kenton: 40 homes
- Liverton: 50 homes
- Shaldon: 20 homes
- Starcross: 60 homes
- Stokeinteignhead: 10 homes
- Tedburn: 40 homes

A Background Note on Sustainable Village Development that provides an explanation of the proposed distribution of sustainable village development can be viewed at www.teignbridge.gov.uk/localplanreview.

How have site options been chosen?

In 2017 and 2018, two 'call for sites' took place. Each of these invited land owners or site promoters to submit their land to us to be considered as future development sites. In response to these calls, we received over 300 sites. Each of these have been rigorously assessed to determine whether they are physically capable of accommodating new development. By physically capable, we mean that there are no issues on the site - such as flooding, steep slopes, ancient woodland, or ecology constraints - that cannot be overcome by either design or mitigation.

All of the sites assessed are included within the Housing and Economic Land Availability Assessment (HELAA) which is available at www.teignbridge.gov.uk/localplanreview. This assessment involved detailed officer assessments followed by the independent scrutiny of a stakeholder panel including planning specialists (such as drainage officers and highways officers, representatives from the development industry, and Elected Members.

The HELAA process discounted a significant number of sites on the basis of issues identified, leaving around 100 sites to be put forward as site options in this Draft Plan. The site options set out for the villages below show only those which have successfully been through the HELAA process and are considered to be feasible options for future development. However, each site will still have some constraints that would need to be overcome to make development acceptable. These details are set out under each site option heading.

Ide

The parish of Ide lies to the south west of Exeter. It is bordered by the city of Exeter to the east and by the parishes of Shillingford St George to the south, Dunchideock to the south west and Holcombe Burnell to the west and north. The A30 forms the eastern boundary of the parish. The only defined settlement within the parish is the village of Ide. The parish had a population of 526 in the 2011 census.

The village contains a good range of basic day-to-day local services and facilities, including a community hall, local shop, church, post office, pub, primary school and nursery. There is a relatively frequent bus service but no peak hours service to allow for commuting.

Ide is well served by the A30 with both entry and exit slips nearby.

There is capacity within the existing primary school to accommodate the level of development proposed (25 homes).

All development will be subject to the Ide Neighbourhood Plan September 2018. The Plan contains policies that set standards for new development, support new car parking and development of sports and recreational facilities at Weir Meadow, protects existing sports and recreational facilities and protects the rural setting of the village. It also designates Local Green Spaces.

However, whilst it may be possible to allow for small scale development in Ide, there have not been any sites that have been submitted to us which are considered suitable for development.

Ipplepen

Ipplepen parish is a predominantly rural parish standing on the southern limit of Teignbridge District. It has a population of 2469 people at the time of the 2011 census mainly residing in the largest village of the parish, Ipplepen.

The village has a good level of facilities, including a community hall, local shop, pharmacy, doctor's surgery, church, post office, pub, primary school and nursery. There is a peak hours/ frequent bus service in the village.

There is capacity within the existing primary school to accommodate the level of development proposed (120 homes).

The local community has been preparing a Neighbourhood Plan for the parish of Ipplepen and is hoping to publish its pre-submission version of the plan this summer. Through its Neighbourhood Plan, the community has been keen to identify sites themselves to accommodate new development in the village and have previously consulted on various site options. There are two preferred sites (Blackstone Road and Blackberry Hill) which they are proposing are taken forward to allocation for a total of 120 homes. Given the progress already made towards allocations and the community engagement already undertaken, it is proposed that the new Local Plan supports the proposals within the Neighbourhood Plan. This essentially means that the preferred sites for accommodating 120 homes in Ipplepen are:

Blackstone Road (100 homes)

Blackberry Hill (20 custom build homes)

However, for the purposes of transparency and to ensure a further opportunity for everyone to comment on the potential site options, a total of 5 site options are presented below for comment.

Blackstone Road, Ipplepen

A small cluster of 3 largely greenfield sites which lies to the south of Ipplepen bounded by Clampitt Road to the north and Conniford Lane/Totnes Road to the south.

Site size: Total size is 5.91 hectares, of which 5.83 hectares is developable.

(Comprising of Land at Blackstone Road – 2.11 ha, Land south of Blackstone Cross – 3.17 ha, and Land adj Swallowfield – 0.55 ha)

Indicative number of homes factoring in sensitivities and requirements: 72 - 108 homes

Opportunities

Sustainable travel: Blackstone is within 500m of a bus stop with frequent bus services to primarily Newton Abbot and Totnes. The site is also within 400m of a public footpath link.

Green space: The site is able to provide for local public open space, play space, tree planting, biodiversity enhancement and restoration.

Health and wellbeing: Ipplepen does contain a recreation field at Moor Road which includes grass pitches for cricket and football and a small park. The site is about 1km away from the facility but within 400m of a public footpath.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Education: Some forecast spare capacity at Ipplepen Primary School.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Land is located 875m away from Church Hills County Wildlife Site, a species rich lowland meadow on the west side of village. Main protected species are Cirl Bunting, Great Crested Newts, Dormouse, along with Greater Horseshoe Bats and other species. Priority habitats - species-rich hedges.

Heritage: No listed buildings within or adjacent to site. Closest listed building is about 150m away at Little Grange, Croft Road (Grade II) and village conservation area is within 300m from site along Bridge Street. Archaeology interest in terms of occupying a large area in a landscape known to contain a concentration of prehistoric, Romano-British and later settlement.

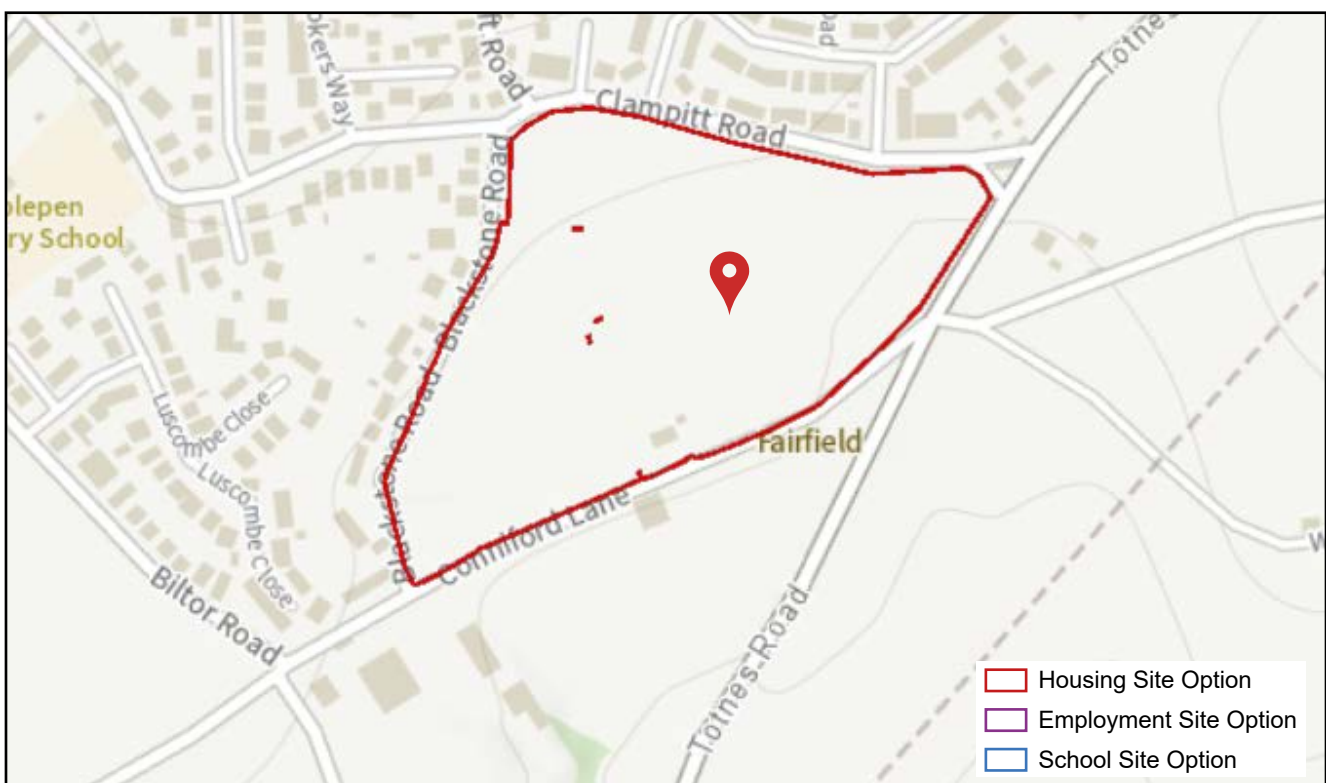
Landscape: Site is adjacent to existing settlement and conspicuous from approach roads.

Minerals: The site lies within the Mineral Consultation Area for the nearby limestone resource, and there would be an objection under Policy M2 of the Devon Minerals Plan if development were to constrain future mineral development.

Highways: Narrow lanes within the village with an incomplete footway.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% Custom build plots
- Highways – highway improvements would be required including the junction on to the A381
- Ecological mitigation – for greater horseshoe/lesser horseshoe bats, in relation to loss of foraging habitat/ flyways/tree roosts/ and additional lighting impacts, mitigation/ compensation needed. – for dormouse, in relation to loss of hedges, cats and lighting, mitigation/compensation needed
- Landscape mitigation development here would need to be designed sensitively to blend into the existing historic rural character of the village
- Heritage mitigation – given the significance of the known archaeological deposits recently investigated on the southern edge of Ipplepen, a comprehensive programme of archaeological work to enable the significance of any heritage assets to be understood is required
- Design requirements – Design Principles, Parameter Plans, Design Code and Parcel Plans



Park Hill Lodge, Ipplepen

A greenfield site which comprises of a paddock to the north of Ipplepen off Moor Road on land between Parkhill Lodge and Parkhill Farm with caravan site to rear.

Site size: Total size is 0.26 hectare, of which 0.17 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 5 homes

Opportunities

Sustainable travel: Park Hill Lodge is within 500m of a bus stop with frequent bus services to primarily Newton Abbot and Totnes. There are also good pedestrian footpaths between the junction onto the A381 to provide a level walk into the centre of the village which could still make walking and cycling attractive options.

Green space: The site is able to provide for play space, tree planting, biodiversity enhancement and restoration.

Health and wellbeing: Ipplepen does contain a recreation field at Moor Road which includes grass pitches for cricket and football and a small park. The site is within 800m from the facility and within 400m of a public footpath link.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: There are no mineral constraints.

Education: Some forecast spare capacity at Ipplepen Primary School.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Main protected species are Cirl Bunting, Great Crested Newts, Dormouse, along with Greater Horseshoe Bats and other species. Land is located about 240m from Ross Park County Wildlife Site along Moor Road with species rich meadow.

Heritage: No listed buildings within or adjacent to site. Archaeology context in terms of potential prehistoric, Roman and early medieval features.

Landscape: An elevated location that is visible from the wider landscape. Close to the Totnes Road and likely to be easily perceived. Development here would be detrimental to the rural tranquil character of the area and setting of and nucleated character of Ipplepen.

Topography: Central section of land is sloping with a gradient of more than 1:6.

Highways: The site is accessed off a C Class county road. It is likely to have a reasonable degree of forward visibility and sight lines. There are areas for two vehicles to pass between the site and the A381.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- Highways – highway improvements may be required. There have been two collisions, one of which was classed as “severe” either side of the junction of Moor Road with the A381
- Ecological mitigation – for dormouse, mitigation and compensation will be needed, including impacts from loss of hedges, cat predation and lighting
- For greater horseshoe/lesser horseshoe bats, in relation to loss of foraging habitat/ additional lighting impacts, mitigation/ compensation needed

- Landscape mitigation – although detached from Ipplepen the parcel is on the village side of the Totnes Road within the context of existing built development and non-agricultural land uses
- Heritage mitigation – potential, prehistoric, Roman and early medieval archaeology will need to be evaluated prior to determination of any application
- Design requirements - Design Code and Parcel Plans



Blackberry Hill, Ipplepen

A mainly greenfield site which comprises land on the western edge of Ipplepen, south of Orley Road and covering parcels associated with Blackberry Hill residential property. Includes rear garden and adjacent paddock.

Site size: Total size is 0.75 hectare, of which 0.38 hectare is developable.

Indicative number of homes factoring in sensitivities and requirements: 8 - 11 homes

Opportunities

Sustainable travel: Land at Blackberry Hill is within 500m of a bus stop with frequent bus services to primarily Newton Abbot and Totnes. The site is within walking distance of the village centre.

Green space: The site is able to provide for play space, tree planting, biodiversity enhancement and restoration.

Health and wellbeing: Ipplepen does contain a recreation field at Moor Road which includes grass pitches for cricket and football and a small park. The site is about 1.5km away from the facility but within 400m of a public footpath.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Education: Some forecast spare capacity at Ipplepen Primary School.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Main protected species are Cirl Bunting, Great Crested Newts, Dormouse, along with Greater Horseshoe Bats and other species. Land is immediately to the south of Church Hills County Wildlife Site, designated for unimproved grassland. Priority habitat of species-rich hedges.

Heritage: No listed buildings within or adjacent to site. Closest listed building is about 275m away at St Andrews Church (Grade II*) and village conservation area is within 250m from site. The site lies in an area of known high archaeological potential with regard to significant prehistoric and Romano-British activity in the surrounding landscape.

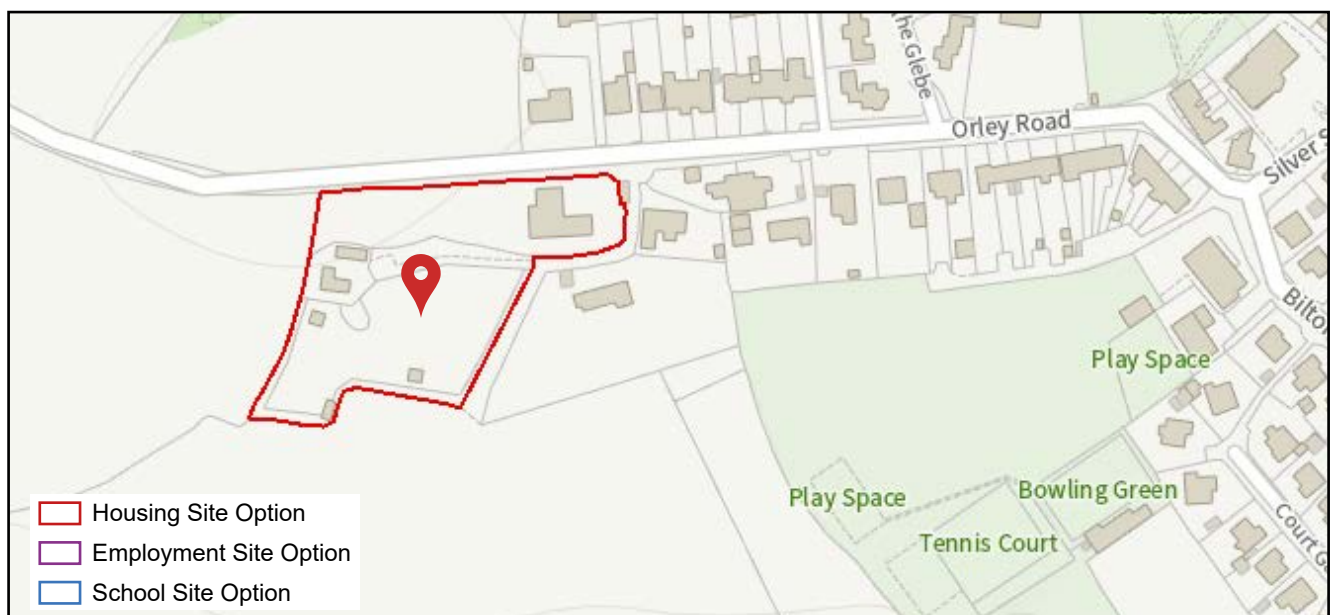
Landscape: Site on the edge of Ipplepen and lies close to the core of the village. Frontage would be conspicuous from the lane and add to ribbon development, however, not one of the more major approaches.

Minerals: The site is within the Mineral Safeguarding Area. There is an objection in principle to potential constraint of the limestone resource unless it can be demonstrated that the resource is not of potential economic value.

Highways: The land is accessed off narrow lanes.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- Highways – highway improvements required including footway/cycle connections
- Ecological mitigation – for dormouse, mitigation and compensation will be needed, including impacts from loss of hedges, cats and lighting
- For greater horseshoe/lesser horseshoe bats, in relation to loss of foraging habitat/ flyways/ tree roosts and from lighting impacts, mitigation/ compensation needed
- Landscape mitigation - development would need to have a frontage that reflected a modern interpretation of the characteristic vernacular development of terraced cottages. Boundaries should be limestone walls
- Heritage mitigation - any proposals for development should be supported by the results of a programme of archaeological investigation, consisting of geophysical survey and field evaluation to understand the significance of any heritage assets here. Based on the results of this work further mitigation may take the form of preservation in situ and/or archaeological investigation and recording of any heritage assets affected by development here
- Design requirements - Design Code and Parcel Plans



Field off Dornafeld Road, Ipplepen

A greenfield site comprising of a field to the west of Dornafeld Road located on the northern side of the village.

Site size: Total size is 1.57 hectares, of which 1.46 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 23 - 35 homes

Opportunities

Sustainable travel: Field off Dornafeld Road is within 500m of a bus stop with frequent bus services to primarily Newton Abbot and Totnes. The site is within 400m of a public footpath link.

Green space: The site is able to provide for play space, tree planting, biodiversity enhancement and restoration.

Health and wellbeing: Ipplepen does contain a recreation field at Moor Road which includes grass pitches for cricket and football and a small park. The site is within 800m from the facility and within 400m of a public footpath link.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Education: Some forecast spare capacity at Ipplepen Primary School.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Main protected species are Gull Bunting, Great Crested Newts, Dormouse, along with Greater Horseshoe Bats and other species. Priority habitats - Land is located adjacent to Appletrees Knoll Unconfirmed Wildlife Site (identified for Traditional Orchard, woodland and semi-improved limestone grassland).

Heritage: No listed buildings within or adjacent to site. Archaeology interest in terms of occupying a large area in a landscape known to contain a concentration of prehistoric, Romano-British and later settlement.

Landscape: Development would have an adverse effect on historic landscape character, a visually prominent location.

Topography: The site is gently sloping with most marked (more than 1:6 grad) being on north western edge.

Minerals: The site lies within the Mineral Consultation Area for the nearby limestone resource, and there would be an objection under Policy M2 of the Devon Minerals Plan if development were to constrain future mineral development.

Highways: Narrow lanes within the village with an incomplete footway.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% Custom build plots
- Highways – highway improvements would be required including the junction on to the A381
- Ecological mitigation – for dormouse, mitigation and compensation will be needed, including impacts from loss of hedges, cat predation and lighting

- For greater horseshoe/lesser horseshoe bats, in relation to loss of foraging habitat/ flyways/ tree roosts/ and additional lighting impacts, mitigation/ compensation needed
- Buffer zones should be left against the northern and western boundaries in relation to the adjoining Appletrees Knoll UWS
- Heritage mitigation – given the significance of the known archaeological deposits recently investigated on the southern edge of Ipplepen, a comprehensive programme of archaeological work to enable the significance of any heritage assets to be understood is required
- Design requirements – Design Principles, Parameter Plans, Design Code and Parcel Plans



Field off Moor Road, Ipplepen

A greenfield site located north of the village bordering the existing built form of residential properties along Dornafield Drive East.

Site size: Total size is 6.38 hectares, of which 6.38 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 77 - 115 homes

Opportunities

Sustainable travel: Field off Dornafield Road is within 500m of a bus stop with frequent bus services to primarily Newton Abbot and Totnes. The site is also within 400m of a public footpath link.

Green space: The site is able to provide for local public open space, play space, tree planting, biodiversity enhancement and restoration.

Health and wellbeing: Ipplepen does contain a recreation field at Moor Road which includes grass pitches for cricket and football and a small park. The site is within 300m from the facility and within 400m of a public footpath link.

Flooding: The site lies within Flood Zone 1.

Education: Some forecast spare capacity at Ipplepen Primary School.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features. Land is located adjacent to Ross Park County Wildlife Site (identified for species rich hay meadow). Main protected species are Cirl Bunting, Great Crested Newts, along with Greater Horseshoe Bats and other species. Priority habitats - species-rich hedges.

Heritage: No listed buildings within or adjacent to site. Closest listed building is about 150m away at The Elms, (Grade II) and village conservation area is within 220m from site near Brook Road.

Archaeology interest in terms of occupying a large area in a landscape known to contain a concentration of prehistoric, Romano-British and later settlement.

Landscape: Site is adjacent to existing settlement and conspicuous from approach roads. Potential for over enlargement of the settlement with the historic, rural character becoming significantly impacted.

Minerals: The site lies within the Mineral Consultation Area for the nearby limestone resource, and there would be an objection under Policy M2 of the Devon Minerals Plan if development were to constrain future mineral development.

Highways: Narrow lanes within the village with an incomplete footway.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% Custom build plots
- Highways – highway improvements would be required including the junction on to the A381 and footway/cycleway connections to Totnes Road
- Ecological mitigation – for greater horseshoe/lesser horseshoe bats, in relation to loss of foraging habitat/ flyways/tree roosts/ and additional lighting impacts, mitigation/ compensation needed. A bat survey may be needed for a building on site
- Heritage mitigation – given the significance of the known archaeological deposits recently investigated on the southern edge of Ipplepen, a comprehensive programme of archaeological work to enable the significance of any heritage assets to be understood is required
- Design requirements – Design Principles, Parameter Plans, Design Code and Parcel Plans



Kenn and Kennford

The parish of Kenn lies within the northern part of Teignbridge. It is bordered by the parishes of Chudleigh to the south and Shillingford St George to north. The parish contains one defined village of Kennford and nearby village of Kenn. The population of the village was 987 in the 2011 census.

There has been 6 sites identified with development potential at Kennford/Kenn.

Kennford South

(Comprising two sites of 'land opposite Exeter Court' and 'Land adjacent to Frank Aller')

Land opposite Exeter Court Hotel

A large greenfield site composed of open area of agricultural land at the southern end of Kennford. The land adjoins a number of residential properties on north eastern side. There is a small portion of sloping land (of more than 1:6 grad) in the southernmost part of the site.

Site size: Total size is 19.20 hectares, of which 18.46 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 221 - 332 homes

Opportunities

Sustainable travel: Land opposite Exeter Court Hotel is within 200m of a bus stop with a frequent and peak hours bus services to Newton Abbot and Exeter.

Green space: The site is large enough to be able to provide for landscaping, public open space, play areas, allotments, tree planting, biodiversity enhancement and restoration.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features and Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone. Close proximity to Trehill Wood Ancient Woodland lying 175m to east of site.

Main protected species are Bats, Cirl Bunting & Dormouse. Priority habitat of species-rich hedges. Within a Cirl Bunting breeding territory zone and may be overlapped by a second territory.

Heritage: There are two listed buildings adjacent to site. (Trehill House to east and other Lodge building on western side). The Kenn village conservation area is adjoining the site on the other side of Trehill Road to the southeast.

Landscape: Development would introduce tension between the distinctiveness of Kenn and Kennford and negatively impact on the setting of Kenn Conservation Area - Bickham House and Trehill House.

Topography: There is a small portion of sloping land (of more than 1:6 grad) in the southernmost part of the site.

Education: Some forecast capacity at Kenn primary school but not capable of expansion on existing site. It would be necessary for more distant journeys for school children from the village.

Highways: Access arrangements need to be addressed. Adjoining highway of Kenn Road is single carriageway only.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space including children's play areas.
- Allotments
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. /

Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift

- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – road widening and improvement, footway/cycle connection would be required. Also, connection to the field south of the site (Land adj Frank Aller) could be made through this land
- Ecological mitigation – For bats, in relation to loss of foraging habitat, flyways, tree roosts and from lighting impacts, mitigation/ compensation needed. For dormouse, in relation to loss of trees, hedges, scrub, cats and from lighting, mitigation/compensation needed. Habitat Regulations contribution will be needed
- Landscape mitigation – Development scheme would need to respond to the rural, historic context

Land adj Frank Aller

A greenfield site located to the west of Kenn adjoining the A38. It is flat to undulating with a slope of more than 1:6 gradient across the southern portion. A small section is wooded along the western boundary.

Site size: Total size is 8.18 hectares, of which 6.36 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 76 - 114 homes

Opportunities

Sustainable travel: Land adj Frank Aller is within 350m of a bus stop with a frequent and peak hours bus services to Newton Abbot and Exeter.

Green space: The site is large enough to be able to provide for landscaping, public open space, play areas, allotments, tree planting, biodiversity enhancement and restoration.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features and Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone. Trehill Wood Ancient Woodland is located 320m to southeast of site. Main protected species are Bats, Cirl Bunting & Dormouse. Priority habitat of species-rich hedges, broadleaved woodland on site and adjacent. Within Cirl Bunting consultation zone.

Heritage: There is a single listed building adjacent to site beyond the northern boundary. (Lodge building) The Kenn village conservation area is in close proximity on the other side of Trehill Road to the east.

Landscape: Development likely to have an adverse effect on the setting of Kenn Conservation Area: Bickham House and Trehill House.

Topography: Land is flat to undulating with a slope of more than 1:6 gradient across the southern portion.

Education: Some forecast capacity at Kenn primary school but not capable of expansion on existing site. It would be necessary for more distant journeys for school children from the village.

Highways: Adjoining highway is very narrow, with no footway or street lighting.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space including children's play areas
- Allotments
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – highway improvements, footway/cycle connection would be required. Also, connection through field to north of the site (Land opposite Exeter Court Hotel) could be a possible option
- Ecological mitigation – For bats, in relation to loss of foraging habitat, flyways, tree roosts and from lighting impacts, mitigation/ compensation needed. For dormouse, in relation to loss of trees, hedges, scrub, cats and from lighting, mitigation/compensation needed. The existing woodland should be retained with buffer zones
- Habitat Regulations contribution will be needed
- Landscape mitigation – Development scheme would need to respond to the rural, historic context
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



Lamacroft Farm, Kennford

A largely greenfield site located close to the centre of Kennford between the High Street and A38 with built development on three sides. There are a number of buildings associated with the farm on the north eastern side near High Street.

Site size: Total size is 5.16 hectares, of which 4.91 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 59 - 88 home

Opportunities

Sustainable travel: Land at Lamacroft Farm is within 250m of a bus stop with a frequent and peak hours bus services to Newton Abbot and Exeter. The site is within a short walking distance (250m) of the village centre.

Green space: The site is large enough to be able to provide for public open space, play areas, tree planting, biodiversity enhancement and restoration.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features and Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone. Main protected species are Greater Horseshoe Bats, Lesser Horseshoe Bats, Cirl Bunting & Dormouse. Priority habitat of species-rich hedges. Close to a Cirl Bunting breeding territory zone

Heritage: There is a listed building within the site on eastern side – Cider House, Lamacroft Farm (Grade II) and other listed buildings along the High Street relatively close to the site. The Kenn village conservation area is 625m away to the southeast.

Landscape: Development will be in close proximity of the A38 with potential to add to the erosion of the rural experience of road users.

Topography: Land is gently sloping with a more than 1:6 gradient on the north western border.

Education: Some forecast capacity at Kenn primary school but not capable of expansion on existing site.

Highways: Access arrangements would need to be fully addressed along with adequate parking.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Public open space including children's play areas. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – adequate parking would be required for any development and footway and cycleway links to the existing network
- Ecological mitigation – For bats, in relation to loss of foraging habitat/tree roosts and from lighting impacts, mitigation/ compensation needed. For dormouse, in relation to loss of trees, hedges, scrub, cats and from lighting, mitigation/compensation needed
- For Cirl bunting, survey should be undertaken and compensation payment(s) made if the species is present. Habitat Regulations contribution will be needed
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



East High Street, Kennford

A greenfield site composed of agricultural land on the eastern side of the High Street behind some existing residential properties. The River Kenn runs in parallel to the east of the site about 65m away.

Site size: Total size is 7.52 hectares, of which 7.52 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 90 homes

Opportunities

Sustainable travel: Land at Kennford (east of High Street) is within 500m of a bus stop with a frequent and peak hours bus services to Newton Abbot and Exeter. The site is within a short walking distance (300m) of the village centre.

Green space: The site is large enough to be able to provide for public open space, play areas, tree planting, biodiversity enhancement and restoration.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features and Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone. Main protected species are bats, Cirl Bunting & Dormouse. Priority habitat of species-rich hedges. Within a Cirl Bunting breeding territory zone and may be overlapped by a second territory.

Heritage: There is a listed building adjacent to the site on north western side – Stuart Lodge (Grade II) on the High Street. The Kenn village conservation area is 250m away to the southeast.

Landscape: Part of western field is a former orchard site. Development would introduce tension between the distinctiveness of Kenn and Kennford and rural setting of Kenn Conservation Area

Topography: Land is gently sloping with an easterly aspect.

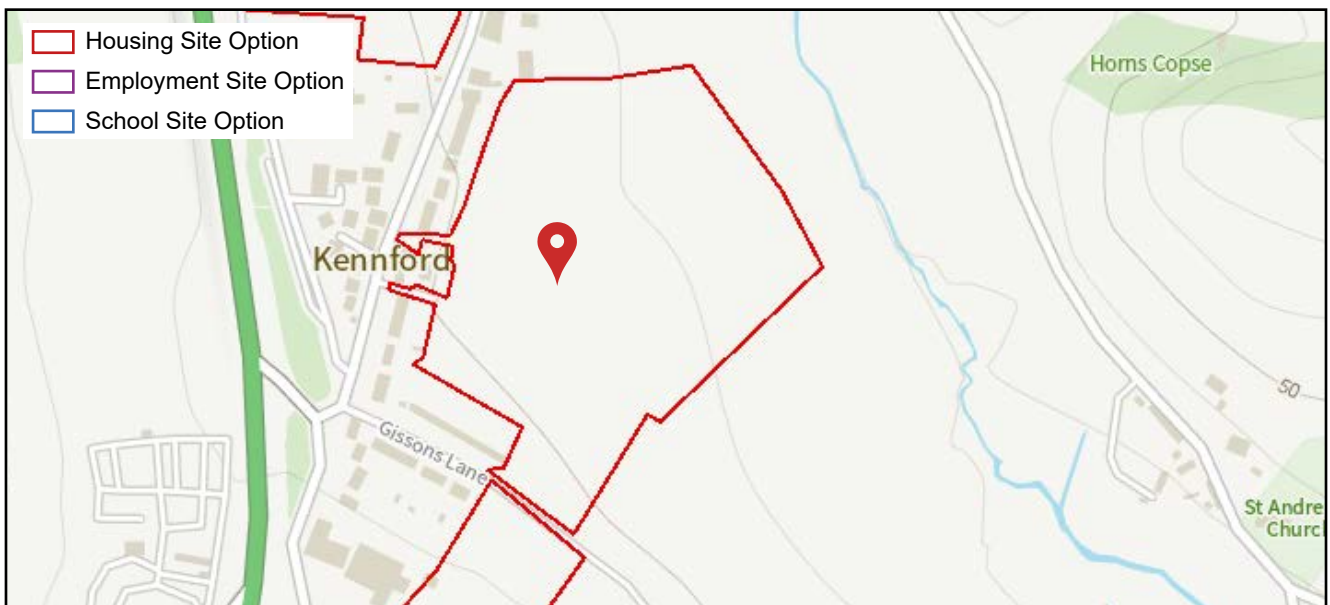
Education: Some forecast capacity at Kenn primary school but not capable of expansion on existing site.

Highways: Access arrangements need to be addressed. Potential ways are narrow.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure

- Public open space including children's play areas. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- 5% custom and self-build plots
- Highways – improvements would be required to deliver appropriate access to the site
- Ecological mitigation – For bats, in relation to loss of foraging habitat and from lighting impacts, mitigation/ compensation needed. For dormouse, in relation to loss of trees, hedges, scrub, cats and from lighting, mitigation/compensation needed
- For Cirl bunting, compensation payment(s) will be needed. Habitat Regulations contribution will be needed
- Landscape mitigation – Development scheme would need to respond to the rural, historic context
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



Land at Gissons Hotel, Kennford

A mixed greenfield / previously developed site that lies to the south of Gissons Lane at the southern end of Kennford. There are several existing trees on the boundary and within the field area. Contains existing hardstanding on western side for access way from parking area for hotel.

Site size: Total size is 1.11 hectares, of which 1.11 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 18 - 27 homes

Opportunities

Sustainable travel: Land at Gissons Hotel is within 200m of a bus stop with a frequent and peak hours bus services to Newton Abbot and Exeter. The site is within reasonable walking distance (650m) of the village centre.

Green space: The site is large enough to be able to provide for open space, play areas, tree planting, biodiversity enhancement and restoration.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features and Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone. Main protected species are bats, Cirl Bunting & Dormouse. Priority habitat of species-rich hedges. Within a Cirl Bunting breeding territory zone.

Heritage: No listed building within or adjacent to site. The closest listed building is at The Causeway, Kenn (Grade II) The Kenn village conservation area is 320m away to the east.

Landscape: Potential for cumulative erosion of the rural / historic character of the settlement.

Topography: Land is gently sloping.

Education: Some forecast capacity at Kenn primary school but not capable of expansion on existing site.

Highways: Gissons Lane, along the northern boundary of the site is narrow throughout and would provide only a limited access point

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play. Allotments not required
- Active travel and roads within development and to nearest main settlement
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site. / Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- Highways – access most likely to be achieved via Gissons Hotel car park, alternatively improvements would be required if accessed from Gissons Lane
- Ecological mitigation – For bats, in relation to loss of foraging habitat, tree roosts and from lighting impacts, mitigation/ compensation needed. For dormouse, in relation to loss of trees, hedges, scrub, cats and from lighting, mitigation/compensation needed
- For Cirl bunting, compensation payment(s) will be needed. Habitat Regulations contribution will be needed
- Design requirements - Design Principles, Parameter Plans, Design Code and Parcel Plans



St Andrew's Close, Kenn

A greenfield site which lies in central position Kenn bounded by stream on eastern side and existing residential use at St Andrews Close. It comprises a grassed open area with some trees particularly on eastern edge.

Site size: Total size is 0.15 hectares, of which 0.15 hectares is developable.

Indicative number of homes factoring in sensitivities and requirements: 3 - 5 homes

Opportunities

Sustainable travel: Land at St Andrews Close is within 250m of a bus stop with a frequent and peak hours bus services to Newton Abbot and Exeter.

Flooding: The site lies within Flood Zone 1. No flooding issues.

Minerals: No minerals constraints.

Sensitivities

Ecology: The site lies within the South Hams SAC Landscape Connectivity Zone with potential to affect habitats and connectivity features and Exe Estuary SPA and Dawlish Warren SAC: within 10km Zone. Land is located relatively close to Trehill Wood with Ancient Woodland status, 105m south of site and Kenn - Kenton Bridge Marsh UWS (floodplain grazing marsh) 82m northeast of site. Main protected species are bats & Cirl Bunting. Within Cirl Bunting consultation zone.

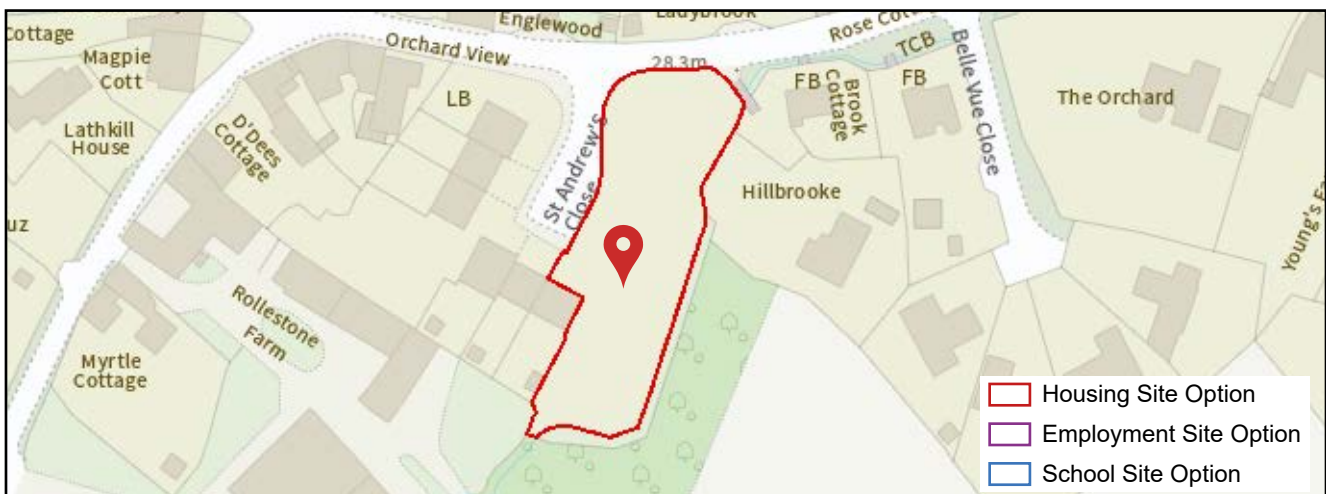
Heritage: A single Listed Building adjacent to site on eastern frontage to highway. (Brook Cottage) Within Kenn village conservation area.

Education: Some forecast capacity at Kenn primary school but not capable of expansion on existing site.

Highways: Access to be achieved via the adjoining highway.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play
- Active travel and roads within development
- Protection of trees, hedges and woodlands / Protect, enhance and restore biodiversity and achieve a minimum of 10% uplift
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Affordable housing
- Adaptable and accessible home provision
- Highways – access to be achieved via the adjoining highway which should be suitable for a small development
- Ecological mitigation – Habitat Regulations contribution will be needed
- Design requirements - Design Code and Parcel Plans



Kenton

The village of Kenton lies within the parish of the same name, located between Dawlish and Exminster. The village lies adjacent to Powderham Castle and is only a short distance from the River Exe. The parish had a population of 1,114 in 2011 census.

Kenton has a basic range of services and facilities, including a community hall, church, and primary school. The shop, post office and pub recently closed. It has a frequent bus service to Exeter and Newton Abbot.

All development will be subject to Kenton Neighbourhood Plan March 2020. The Plan sets standards for new development in relation to design, sustainability, safety and car parking. It sets stricter design standards for development in the Conservation Area. The Plan protects trees and hedges, footpaths and public rights of way, wildlife corridors, biodiversity and the Dawlish Warren SAC and Exe Estuary SPA, Locally Important Views, community facilities and car parking. The Plan also supports measures to reduce flood risk, enhanced enjoyment of and access to the countryside, traffic calming measures, affordable housing on the edges of the village and a new school/pre-school.

There is capacity within the existing primary school to accommodate the level of development proposed.

There are 4 site options in Kenton.

Mamhead Road, Kenton

This site is located on the south western side of the village between the edge of the settlement and cemetery/allotments to the west. Ground condition is generally flat with a sloping profile on part of eastern section.

Site size: Total size is 1.94 hectares, of which 1.7 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 34

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: The site is large enough to provide open space and an on-site children's play area.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk). The design of any development should consider areas of flood risk adjacent to the site.

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: Kenton Primary School has capacity based on its cohort, but does not have the ability to expand on its current site.

Sensitivities

Ecology: The site lies within 10km of the Exe Estuary Special Protection Area (SPA) and the Dawlish Warren Special Area of Conservation (SAC). It is also adjacent to Haldon View Unconfirmed Wildlife Site (UWS), identified for semi-improved grassland, and are close to Warboro Plantation UWS identified for broadleaved woodland and plantation. The site contains Priority Habitats of species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse.

Heritage: The site lies within 250m of Powderham Historic Park and Garden and within 3km of the Grade I listed Powderham Castle and two other Grade II listed buildings within the Powderham grounds. As the site lies in an area where the Historic Environment Record shows prehistoric activity in the wider landscape, any planning application for development should include sufficient information on the presence and significance of any heritage assets with archaeological interest within the proposed development site.

Landscape: The site lies within 250m of Powderham Historic Park and Garden. A sensitive design/landscaping could help to establish development within the existing built-up context. Within a Locally Important View, as set out in the Neighbourhood Plan.

Topography: The site is gently sloping, but would not restrict or prevent development.

Highways & Access: The site would be accessed via Mamhead Road and a narrow network of streets. On-street park would need to be addressed. Footpath and cycle access connecting to existing routes, and pedestrian crossing points to bus stops are required.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise and risks to pedestrian/cyclist safety.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Kenton and the Kenton Conservation Area
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots (20+ units)
- High speed digital infrastructure



Land at South Town, Kenton

This site is located on the south western side of the village between the edge of the settlement and cemetery/allotments to the west. Ground condition is generally flat with a sloping profile on part of eastern section.

Site size: Total size is 12.96 hectares, of which 12.44 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 149 (although a greatly reduced yield is considered acceptable)

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: Although only a low yield development would be suitable in the village, the site is large enough to provide local public open space to support wildlife and provide landscaping, tree planting and an on-site play areas.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: Kenton Primary School has capacity based on its cohort, but does not have the ability to expand on its current site.

Sensitivities

Ecology: The site lies within 10km of the Exe Estuary Special Protection Area (SPA) and the Dawlish Warren Special Area of Conservation (SAC). It is also adjacent to Haldon View Unconfirmed Wildlife Site (UWS), identified for semi-improved grassland, and are close to Warboro Plantation UWS identified for broadleaved woodland and plantation. The site contains Priority Habitats of species-rich hedges, grassland and other habitats and features that support Protected Species including bats and dormouse. The Exe Estuary SSSI lies 390m from the eastern edge of the site.

Heritage: The site lies within 250m of Powderham Historic Park and Garden and within 3km of the Grade I listed Powderham Castle and two other Grade II listed buildings within the Powderham grounds. As the site lies in an area where the Historic Environment Record shows prehistoric activity in the wider landscape, any planning application for development should include sufficient information on the presence and significance of any heritage assets with archaeological interest within the proposed development site.

Landscape: The site lies within 250m of Powderham Historic Park and Garden. A sensitive design/landscaping could help to establish development within the existing built-up context. Within a Locally Important View, as set out in the Neighbourhood Plan.

Topography: The site is gently sloping, but would not restrict or prevent development.

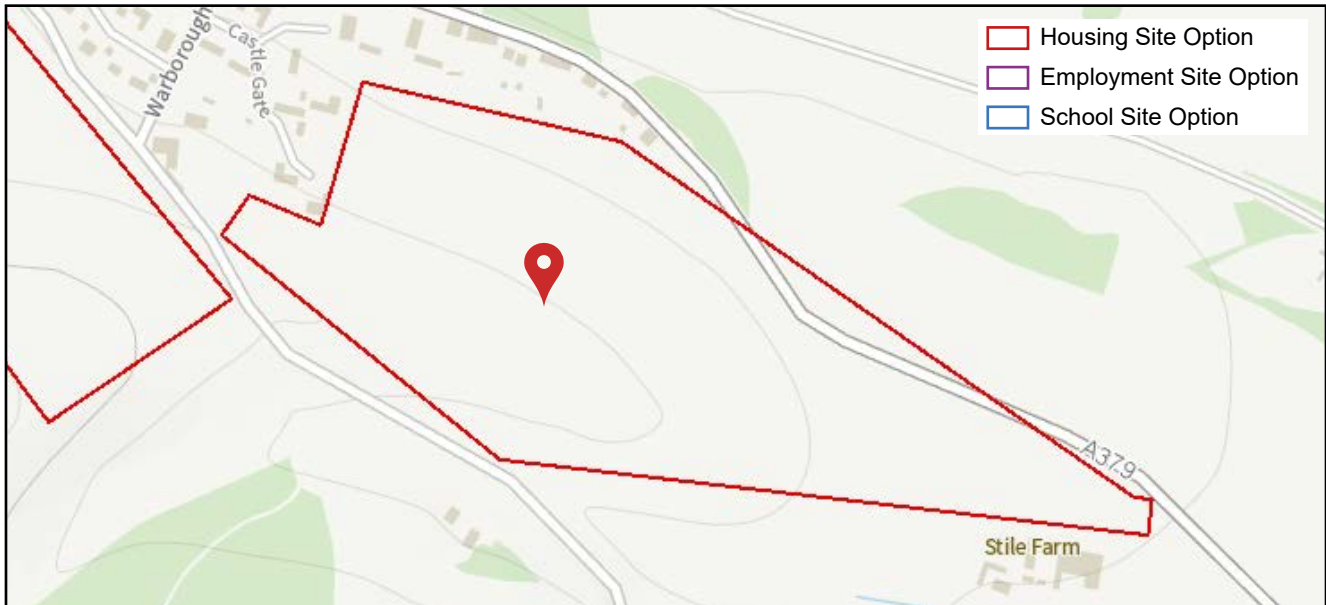
Highways & Access: The site would be accessed via the A379. Footpath and cycle access connecting to existing routes, and pedestrian crossing points to bus stops are required.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise and risks to pedestrian/cyclist safety.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures

- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Kenton and the Kenton Conservation Area
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots
- High speed digital infrastructure



Witcombe Lane, Kenton

This open agricultural land is located on southern side of village. The site is defined by road and field boundaries. Some undevelopable sloping land in the central section of the site.

Site size: Total size is 13.6 hectares, of which 12.6 hectares is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 151 (although a greatly reduced yield is considered acceptable)

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: Although only a low yield development would be suitable in the village, the site is large enough to provide local public open space to support wildlife and provide landscaping, tree planting and an on-site play areas.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: Kenton Primary School has capacity based on its cohort, but does not have the ability to expand on its current site.

Sensitivities

Ecology: The site lies within 10km of the Exe Estuary Special Protection Area (SPA) and the Dawlish Warren Special Area of Conservation (SAC). It is also adjacent to Haldon View

Unconfirmed Wildlife Site (UWS), identified for semi-improved grassland, and are close to Warboro Plantation UWS identified for broadleaved woodland and plantation. The site contains Priority Habitats of species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse.

Heritage: The site lies within 250m of Powderham Historic Park and Garden and within 3km of the Grade I listed Powderham Castle and two other Grade II listed buildings within the Powderham grounds. As the site lies in an area where the Historic Environment Record shows prehistoric activity in the wider landscape, any planning application for development should include sufficient information on the presence and significance of any heritage assets with archaeological interest within the proposed development site.

Landscape: The site lies within 250m of Powderham Historic Park and Garden. A sensitive design/landscaping could help to establish development within the existing built-up context. Within a Locally Important View, as set out in the Neighbourhood Plan.

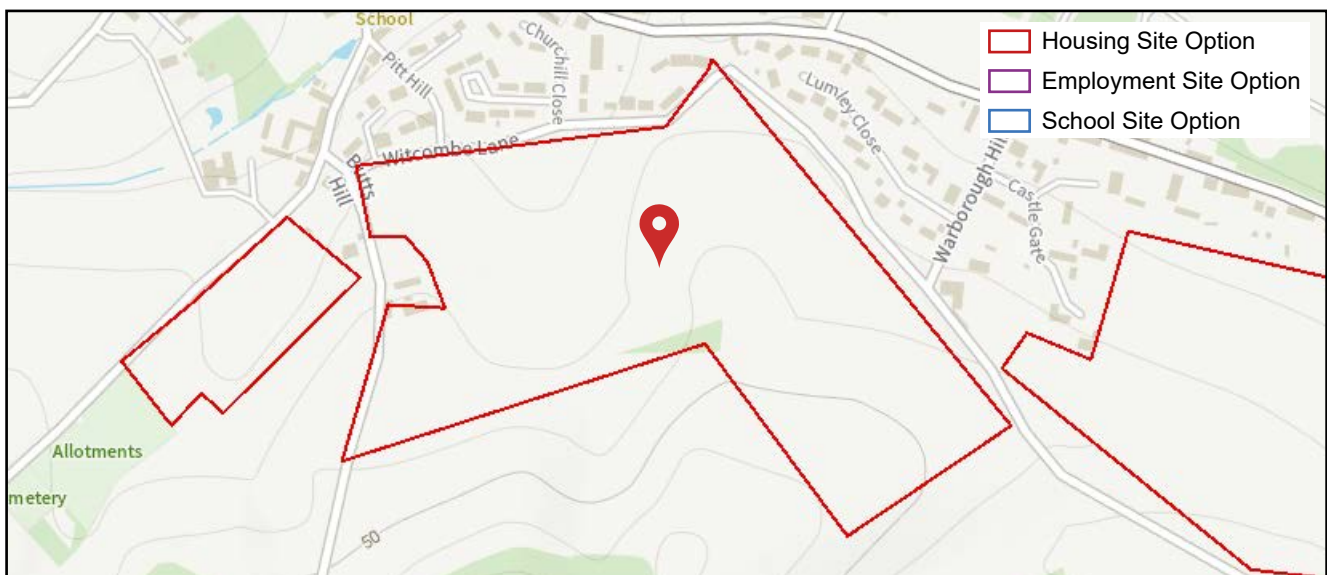
Topography: An area near the centre of the site is sloped and unsuitable for development.

Highways & Access: Site is accessed via a narrow network of roads. Highway improvements would be required. Footpath and cycle access connecting to existing routes, and pedestrian crossing points to bus stops are required.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise and risks to pedestrian/cyclist safety.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Local public open space and children's play area on-site
- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Kenton and the Kenton Conservation Area
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- 5% of development as Custom Build plots (20+ units)
- High speed digital infrastructure



East Town Farm, Kenton

The land is located on the northern side of the village off East Town Lane. It adjoins the playing field immediately to the west and is flat in character. Assumed that existing buildings will remain and it is just the land to the rear which is being assessed for development potential.

Site size: Total size is 0.35 hectares, all of which is considered developable.

Indicative number of homes factoring in sensitivities and requirements: 9

Opportunities

Sustainable travel: The site lies within 500m of a bus stop served by a frequent service to Newton Abbot and Exeter.

Green infrastructure: The site is large enough to provide some open space with an on-site pocket play area.

Health & Wellbeing: The site lies close to major open space with access to footpaths that connects to this and other areas of local public open space.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Minerals: The site does not fall within either a Mineral Safeguarding Area or a Minerals Consultation Zone.

Education: Kenton Primary School has capacity based on its cohort, but does not have the ability to expand on its current site.

Sensitivities

Ecology: The site lies within 10km of the Exe Estuary Special Protection Area (SPA) and the Dawlish Warren Special Area of Conservation (SAC). It is also adjacent to Haldon View Unconfirmed Wildlife Site (UWS), identified for semi-improved grassland, and are close to Warboro Plantation UWS identified for broadleaved woodland and plantation. The site contains Priority Habitats of species-rich hedges, grassland and other habitats and features that support Protected Species including bats and Dormouse.

Heritage: The site lies within 250m of Powderham Historic Park and Garden and within 3km of the Grade I listed Powderham Castle and two other Grade II listed buildings within the Powderham grounds. As the site lies in an area where the Historic Environment Record shows prehistoric activity in the wider landscape, any planning application for development should include sufficient information on the presence and significance of any heritage assets with archaeological interest within the proposed development site.

Landscape: The site lies within 250m of Powderham Historic Park and Garden. A sensitive design/landscaping could help to establish development within the existing built-up context. Within a Locally Important View, as set out in the Neighbourhood Plan.

Topography: The site is gently sloping, but would not restrict or prevent development.

Highways & Access: The site is accessed off an unclassified county road restricted to 30mph. The road is narrow and there is currently no footway or lighting. On street parking occurs which further narrows the road. There is potential for the visibility to be achieved but footway/cycleway links would need to be provided to connect to the existing network.

Amenity of Existing Residents: The main impacts on existing residents would arise from increased traffic, resulting in an increase in emissions and noise and risks to pedestrian/cyclist safety.

Site requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space and pocket play area on-site

- Active travel and roads within the development and connecting to the village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on edge of settlement to rural transition
- Design to reflect local vernacular to conserve or enhance the setting of Kenton and the Kenton Conservation Area
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing
- High speed digital infrastructure



Liverton

The village of Liverton lies within the large, mainly rural parish of Ilsington. It lies to the south of Bovey Tracey and to the north west of Newton Abbot. The parish is bordered by the parishes of Bickington, Ashburton, Newton Abbot, Bovey Tracey, Manaton and Widecombe-in-the-Moor.

The majority of Ilsington parish lies within Dartmoor National Park, with the boundary running tightly along the western extent of the village of Liverton, which is the only defined settlement within it. However, there is a large cluster of commercial development across the A38, around Trago Mills. The parish had a population of 2,526 in the 2011 census.

The village of Liverton contains a good range of day-to-day services and facilities, including a community hall, convenience store, place of worship, post office, public house, nursery provision and Primary School (Blackpool). In addition, there is a supermarket, large retail store and petrol filling station across the A38, within the Trago Mills complex.

The village is well located in relation to easy access to and from the A38. There is a frequent and peak hours service to Plymouth/Exeter but an infrequent public transport service to nearby towns, including Newton Abbot, where the nearest railway station is located. It would be possible for some to access the station by bicycle, via a mainly dedicated cycle route, approximately 7.5km away. In addition, it would be possible to access nearby employment sites in Liverton and Heathfield on foot or bicycle, although there are no dedicated routes to these.

Development around the village is constrained by various factors, including the boundary with Dartmoor National Park to the west, the Great Plantation to the north, the A38 to the east, the Flood Zone associated with Liverton Brook to the south. In addition, there are widespread minerals constraints and ecology constraints affecting the village/parish. Nevertheless, given the village's good amenities and access, development in Liverton could, if planned carefully, provide a sustainable location for new homes. This will depend on the ability of any new development to achieve good walking and cycling links to public transport as well as addressing any potential landscape impacts arising from the extension of the form of the village and close proximity to the National Park, along with ecology and minerals constraints.

Only 2 sites have been identified with development potential in Liverton.

Land west of Benedict's Road, Liverton

This greenfield site lies on the south side of Liverton and is level to gently sloping. Liverton Brook runs through the central section of the site with flood zones to north and south. The site borders Benedict's Road to the east.

Site size: Total site 4.9 hectares, of which 1.2 hectares is considered developable (omitting land in Flood Zone 3, which lies along and to both sides of Liverton Brook, and land to the south of Liverton Brook.

Indicative number of homes factoring in sensitivities and requirements (see below): 10 homes (due to highways constraints).

Opportunities

Sustainable travel: There are some options for sustainable travel available, as the site lies within 500m of a bus stop served by a frequent service between Exeter and Plymouth, however, the service to Newton Abbot and Bovey Tracey is not frequent.

Health and wellbeing: The site is large enough to provide for a small network of green infrastructure, including children's play, landscaping and tree planting. Given the limited number of homes is limited by highway constraints, and the size of the site, additional land could be included for people to enjoy as an informal natural open space. The site is also within a 10 minute walk of a major area of open space, the Great Plantation, which also offers recreational opportunities for healthy lifestyles.

Natural infrastructure: The site is large enough to provide for natural infrastructure to support wildlife, and there is opportunity for the creation of biodiversity corridors and habitat links, as well as benefits for people. The presence of the watercourse to the south of the site provides an opportunity for the improvement of a biodiversity corridor.

Flood Risk: Given the small scale of the development due to highway constraints, the development (of 10 homes) would be able to avoid the use of land in Flood Zones 2 and 3.

Sensitivities

Ecology: The site lies within the Landscape Connectivity Zone associated with the South Hams SAC, contains Priority Habitats and habitats and features that support Protected Species including bats, dormice, curlew buntings and great crested newts. In addition, it is important that development does not result in any barriers to fish migration along Liverton Brook.

Landscape: The site lies close to the boundary with Dartmoor National Park, where good design and landscaping will be required to protect the setting of the National Park. however, this also provides an opportunity to improve the identity of the settlement, which is characterised by modern development, unrelated to the local vernacular.

Minerals: The site is within a ball clay Mineral Safeguarding Area within which there is a presumption under Policy M2 of the Devon Minerals Plan against sterilisation of the ball clay unless it can be demonstrated through a Mineral Resource Assessment that the resource is not of current or potential economic value or otherwise meets the criteria of Policy M2. In the absence of such evidence, DCC objects to development of this site.

Heritage: The site lies adjacent to two Grade II listed buildings including an adjacent cottage and Benedict's Bridge itself.

Education: Blackpool School has sufficient capacity to accommodate the children living within its designated area. It is popular and admits pupils from out of area. Should development come forward within the school's designated area, some of these pupils would be pushed back to other schools. These may or may not have the capacity to accommodate these pupils (e.g. Bovey Tracey would not).

Site Requirements

- Carbon neutral development
- Electric vehicle infrastructure
- New crossing point across across the C-Class road to enable use of public transport
- Highway improvements and pedestrian links
- Local public open space and on-site children's play areas
- Retention of the existing boundary hedges and trees and biodiversity offsetting
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Protection of Liverton Brook from physical modification and risk of barriers to fish
- Landscaping to minimise impact on the setting of Dartmoor National Park
- Demonstration, through a Mineral Resource Assessment, that the resource is not of current or potential economic value or otherwise meets the criteria of Devon County council Minerals Plan Policy M2.
- 5% custom build plots
- Affordable housing
- Adaptable and accessible housing



Land on north side of Old Liverton Road, Liverton

This greenfield land adjoins the northern side of Liverton. The open agricultural land slopes north/east towards further pasture land and woodland. The Great Plantation lies to the north and the south is bounded by the road to Old Liverton and Ilsington.

Site size: Total size 0.35 hectares, all of which is developable (with possible additional land for natural infrastructure).

Indicative number of homes factoring in sensitivities and requirements: 7 - 11 homes

Opportunities

Sustainable travel: There are some options for sustainable travel available, as the site lies within 500m of a bus stop served by a frequent service between Exeter and Plymouth, however, the service to Newton Abbot and Bovey Tracey is not frequent.

Health and wellbeing: Although the site is limited in size to 0.35 hectares, additional land may be available to provide for green infrastructure to serve the small scale development. In addition, the site is within a 10 minute walk of a major area of open space, the Great Plantation, which also offers recreational opportunities for healthy lifestyles.

Heritage: There are no anticipated heritage issues.

Flooding: The site is within Flood Zone 1 (lowest flood risk).

Sensitivities

Ecology: The site lies within the Landscape Connectivity Zone associated with the South Hams SAC, contains Priority Habitats and habitats and features that support Protected Species, including bats, dormice and great crested newts. In addition, the site is adjacent to a County Wildlife Site of national importance for providing habitats for certain species of butterfly and nightjar. The site is also identified as a Habitats Link.

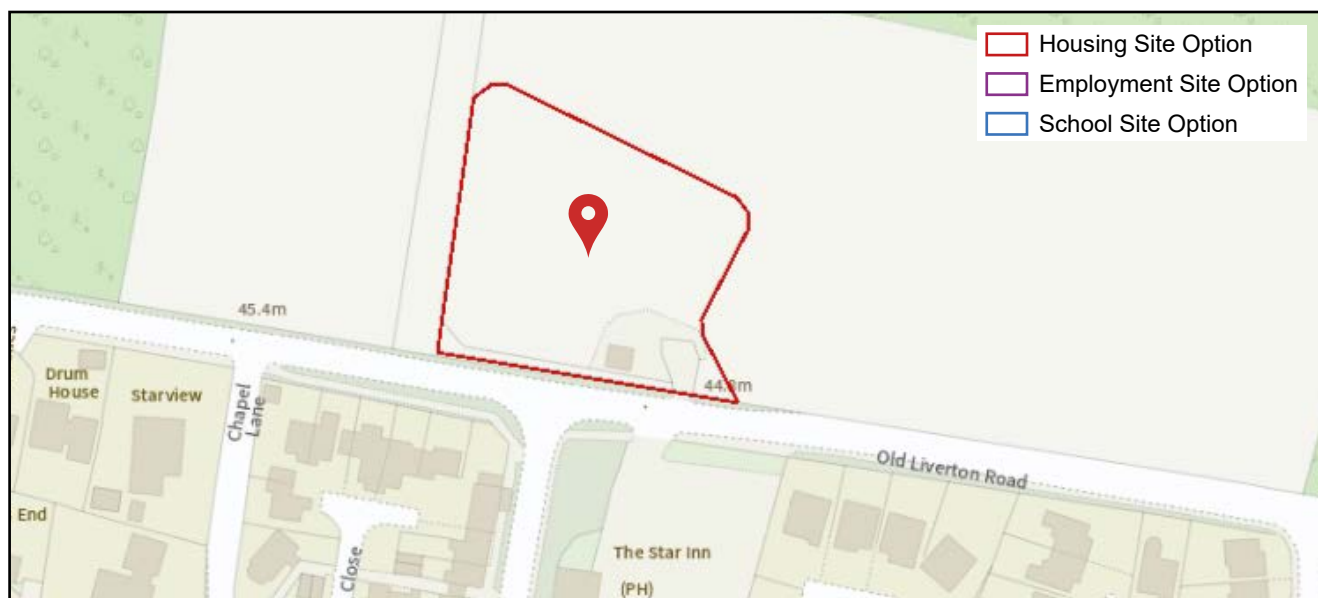
Landscape: The site lies close to the boundary with Dartmoor National Park, and in a rather exposed position, lacking development to both sides, where good design and landscaping will be required to protect the setting of the National Park and to assimilate the development with the village.

Drainage: The site lacks mains drainage and clay soils means that soakaways unlikely to work - any off site connection would need to pass through third party land.

Minerals: The site is within a ball clay Mineral Safeguarding Area within which there is a presumption under Policy M2 of the Devon Minerals Plan against sterilisation of the ball clay unless it can be demonstrated through a Mineral Resource Assessment that the resource is not of current or potential economic value or otherwise meets the criteria of Policy M2. In the absence of such evidence, DCC objects to development of this site.

Site requirements

- Carbon neutral development
- Electric vehicle infrastructure
- New crossing point across Old Liverton Road to enable use of public transport
- Sufficient visibility at access and connect to pedestrian links
- Local public open space and on-site children's pocket play area
- Green infrastructure and biodiversity offsetting
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on the setting of Dartmoor National Park
- Demonstration, through a Mineral Resource Assessment, that the resource is not of current or potential economic value or otherwise meets the criteria of Devon County council Minerals Plan Policy M2.
- 5% custom build plots
- Affordable housing
- Adaptable and accessible housing



Shaldon

The parish of Shaldon lies to the south of the Teign Estuary and river and is bordered by Stokeinteignhead parish to the west and south. The village has close ties with Teignmouth, which lies across the river. The topography of the village is steep, rising above the estuary and coast and it is served by a network of narrow, winding and steep lanes. This large village had a population of 1,762 in the 2011 census.

Shaldon village has a good range of services and facilities, including a community hall, convenience store, dispensary, place of worship, post office, public house, nursery/pre school provision and a Primary school. It also has access to the services and facilities within Teignmouth Town centre by public transport.

Although the village lies on the A379 and is well linked to the A381, with the exception of this main road, it has a constrained highway network, being served by a network of narrow and steep lanes, lacking pedestrian footways. Despite the availability of a frequent bus service to Teignmouth, and the proximity of the railway station in Teignmouth, some 2.5km away, which could be accessed on bicycle or bus, the lack of capacity within the highway network significantly constrains all potentially suitable sites in Shaldon. In addition, the steep topography of the sites presents design and constructional constraints and increases cost of development. However, because of higher property values in Shaldon, development is more likely to be viable in the village, than in other villages with lower property values.

Whilst it may be possible to enlarge the Settlement Limit to allow for small scale windfall development of 5 or fewer homes, none of the sites is supported by the Highway Authority due to their constrained access. The sites that could be considered for inclusion within the Settlement Limit are:

- land to east of Highfield, Picket Head Hill, Shaldon (1.1 hectares)
- Part of land lying south of Torquay Road, Shaldon, including part of land lying south of Torquay Road and land on south side of 1 Cartref, Torquay Road, Shaldon (0.73 hectares)

Starcross

The parish of Starcross lies adjacent to the Exe Estuary. It contains one defined settlement, Starcross. The parish is bordered by the estuary to the east, and by the parishes of Kenton to the north, Mamhead to the west and Dawlish to the south. In the 2011 census the parish had a

population of 1,737. With the exception of the village itself, the parish is rural in character.

Starcross contains a wide range of day-to-day services and facilities, including a community hall, convenience store, dispensary, health centre/doctor's surgery, place of worship, 'visiting' post office, public house, railway station, nursery provision and primary school.

The village lies on the A379, and benefits from both peak hours public transport service to significant employment opportunities and frequent public transport service to towns/local service centres, as well as a train service to Exeter/Plymouth. In addition, Starcross benefits from a traffic free cycle route to Exeter along the Exe estuary.

There are limited development opportunities directly adjoining the built up area of Starcross, which is constrained by the Exe Estuary and railway line to the east and, by its proximity to the Exe Estuary Special Protection Area (SPA) and SSSI. Nevertheless, given the village's good amenities and access, and sustainable travel options, development in Starcross could, if planned carefully, provide a sustainable location for new homes.

There have been only 2 sites identified with development potential in Starcross.

Staplake Road, Starcross

This greenfield site lies in the north of Starcross, to the rear of residential properties along Staplake Road. Topography is generally flat. Some scrub and trees, including a mature Oak tree, which is protected by a Tree Preservation Order.

Site size: Total size 0.91 hectares, all of which is developable.

Indicative number of homes factoring in sensitivities and requirements (see below): 10-25 homes

Opportunities

Sustainable travel: The site is within 1km of a railway station and 500m of a bus stop, served by frequent and peak hours bus services, enabling travel by public transport to higher level services and greater employment opportunities. The site is within 500m of a national cycle route, providing links to Exeter. Subject to the provision of improved sustainable travel links to nearby bus stops, railway station and to Starcross village centre, the site could access services and facilities, and employment opportunities, on foot, bicycle and bus.

Health and Wellbeing: Whilst the site is large enough to only provide a small amount of on-site green infrastructure, including landscaping, pocket play space and tree planting, it lies within a 10 minute walk (800m) of existing major open space and a cycle route.

Minerals: There are no minerals constraints affecting the site.

Sensitivities

Ecology: The site is within the Landscape Connectivity Zone associated with the South Hams SAC and is within the recreation buffer associated with the Exe Estuary SPA and Dawlish Warren SAC. Given the proximity of the site to the estuary, which is also a SSSI, high visitor numbers would be anticipated, although the site is not SAC Functionally Linked Land. The site is within a Rebuilding Devon Nature Map area and contains Priority Habitats, and habitats and features, which may support Protected Species, including Dormice, bats, Cirl Buntings and certain species of moths.

Heritage: The site lies within a 1km buffer of a Grade I Listed Building, namely the Starcross Pumping Station on The Strand, but is highly unlikely to impact upon the significance of the building. There are no Listed Buildings on or adjacent to the site and no anticipated impacts on heritage assets.

Flood risk: The site lies in Flood Zone 1 (lowest flood risk). However, there is known historical flooding to properties in Staplake Road and the A379 as a result of the outfall from a culverted stream channel, which flows into the River Exe, becoming tidelocked at certain states of the tide.

Landscape: The site is well integrated with the existing pattern of development, although it lies adjacent to Undeveloped Coast designation, and the assimilation of the development into its surroundings through landscaping will be particularly important. In addition, the site lies adjacent to existing residential development, where landscaping may be required to protect the amenity existing residents.

Amenity of existing residents: The site is adjacent to existing residential development and may require to be limited to single storey in order to protect the amenity of the existing residents.

Education: Starcross Primary School is on a constrained site with limited opportunity to expand. Additional primary capacity would be required. Cockwood Primary School has aspirations to expand and although it is currently on a constrained site, additional capacity at Cockwood may benefit the Starcross area. Development in the region of 500 dwellings could be accommodated at Dawlish Community College with a small expansion of the secondary school.

Site Requirements:

- Carbon neutral development
- Electric vehicle infrastructure
- Local public open space and on-site children's play areas
- Retention of the existing boundary hedges and trees, including the mature oak, subject to a Tree Preservation Order, and biodiversity offsetting, either on-site or through financial contributions towards off-site biodiversity gains
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Measures to ensure development would not cause flooding or additional pressure on the tide-locked outfall
- Landscaping to minimise impact on Undeveloped Coast designation and on existing residents. Landscaping to minimise impact on Undeveloped Coast designation and on existing residents.
- Upgrades to vehicular access into the site and access from Staplake Road to the A379.
- Improved pedestrian and cycling links between the village centre, bus stops and railway station and the site.
- 5% custom build plots
- Affordable housing
- Adaptable and accessible housing



Land at Brickyard Lane, Starcross

Greenfield agricultural land located on the western side of Starcross. Topography is flat and the field enclosed by mature hedging.

There is a Planning Committee resolution to grant full planning permission for planning application 18/01656/MAJ, for 20 affordable homes on land to the south of the site, subject to the completion of a s106 legal agreement.

Site size: Total size 2.21 hectares, all of which is developable.

Indicative number of homes factoring in sensitivities and requirements (see below): 27 - 40 homes

Opportunities

Sustainable travel: The site is within 1km of a railway station and 500m of a bus stop, served by frequent and peak hours bus services, enabling travel by public transport to higher level services and greater employment opportunities. The site is within 500m of a national cycle route, providing links to Exeter. Subject to the provision of improved sustainable travel links to nearby bus stops, railway station and to Starcross village centre, the site could access services and facilities, and employment opportunities, on foot, by bicycle and by bus.

Green space: The site is large enough to be able to provide for a small network of green infrastructure by retaining existing hedges, and including new landscaping, pocket play space and biodiversity offsetting.

Health and Wellbeing: The site lies within a 10 minute walk (800m) of existing major open space and just over 500m of a cycle route.

Minerals: There are no minerals constraints affecting the site.

Sensitivities

Ecology: The site is within the Landscape Connectivity Zone associated with the South Hams SAC and is within the recreation buffer associated with the Exe Estuary SPA and Dawlish Warren SAC. Given the proximity of the site to the estuary, which is also a SSSI, high visitor numbers would be anticipated, and although the site is not SAC Functionally Linked Land, it does support low numbers of SPA birds. The site is an Unconfirmed Wildlife Site, is within a Rebuilding Devon Nature Map area and contains Priority Habitats, and habitats and features, which may support Protected Species, including Dormice, bats and Cirl Buntings.

Heritage: The site lies within a 1km buffer of a Grade I Listed Building, namely the Starcross Pumping Station on The Strand, but is highly unlikely to impact upon the significance of the building. There are no Listed Buildings on or adjacent to the site and no anticipated impacts on heritage assets.

Flood risk: The site lies in Flood Zone 1 (lowest flood risk). However, there is a known historical flooding issue from stream culvert under Brickyard Lane.

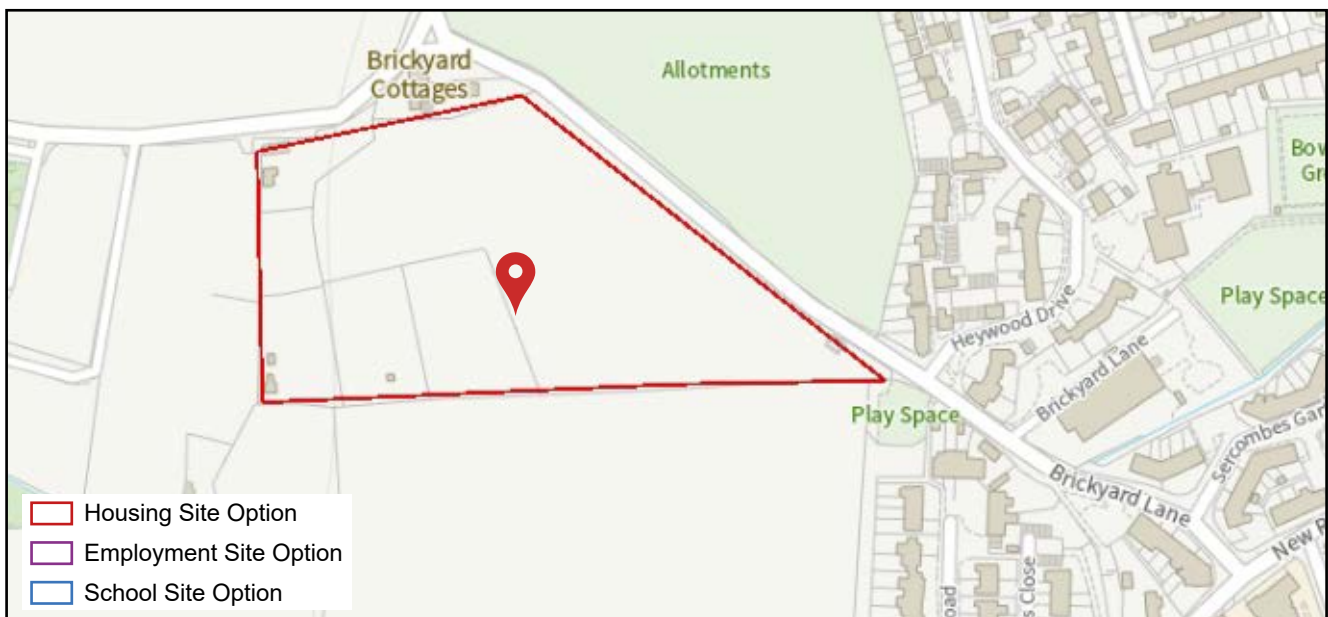
Landscape: Development of the site would extend the form of the existing village and, given its location adjacent to Undeveloped Coast designation, the assimilation of the development into its surroundings through landscaping will be particularly important in this edge of settlement/rural transition area.

Education: Starcross Primary School is on a constrained site with limited opportunity to expand. Additional primary capacity would be required. Cockwood Primary School has aspirations to expand and although it is currently on a constrained site, additional capacity at Cockwood may benefit the Starcross area. Development in the region of 500 dwellings could be accommodated at Dawlish Community College with a small expansion of the secondary school.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play

- Active travel within development and to nearest village
- Flood risk management to prevent additional pressure on culvert beneath Brickyard Lane
- Retention of the existing boundary hedges and biodiversity offsetting, either on-site or through financial contributions towards off-site biodiversity gains
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Mitigation to avoid disturbance to SPA birds during construction and when homes are occupied.
- Landscaping to minimise impact on Undeveloped Coast designation
- Upgrades to vehicular access into the site and along Brickyard Lane and at junction of Staplake Road and the A379.
- 5% custom build plots
- Affordable housing
- Adaptable and accessible housing.



Tedburn St Mary

The parish of Tedburn St Mary lies in the northernmost part of Teignbridge. It is bordered by the parishes of Whitestone to the east and north east and Dunsford to the south, and by Mid Devon District to the north west and Dartmoor National Park to the west. The only defined settlement within the parish is the village of Tedburn St Mary, however, the large residential park home development of Pathfinder Village lies to the east of the village and the village of Cheriton Bishop, in Mid Devon, lies immediately adjacent to the parish. At the 2011 census the parish had a population of 1,472.

Tedburn St Mary contains a good range of day-to-day services and facilities, including a community hall, convenience store, health centre/doctor's surgery, place of worship, post office, public house and Primary School.

Pathfinder Village is served by a local shop and post office. The village of Cheriton Bishop is served by a community hall, convenience store, health centre/doctor's surgery, place of worship, post office, pre-school provision and Primary School.

The parish is served by the A30, which provides fast links to Exeter and the M5 and to Cornwall and both villages benefits from peak hours public transport service to significant employment

opportunities and frequent public transport service to towns / local service centres. Although the nearest railway station is at Crediton, some 7km from Tedburn St Mary, both villages lie on National Cycle Route 279, which links Exeter and Okehampton.

There are a limited number of development opportunities in the parish, which is rural in character with the exceptions of the villages. Nevertheless, given the good amenities and access of both Tedburn St Mary and Cheriton Bishop, and sustainable travel options, development in both villages could, if planned carefully, provide a sustainable location for new homes.

There have been 4 sites identified with development potential in Tedburn St Mary parish.

Land at Lower Uppacott, Tedburn St Mary

This greenfield site lies on the eastern edge of Tedburn St Mary, bordered by Six Mile Hill to the south and the Recreation Ground to the west. Gently sloping grassed field, enclosed by hedges.

Site Size: Total size 1.3 hectares, all of which is developable.

Indicative number of homes factoring in sensitivities and requirements (see below): 21 - 31 homes

Opportunities

Sustainable Travel: Although the site is not close to a railway station, it lies within 500m of bus stops served by both peak hours public transport service to significant employment opportunities and frequent public transport service to towns / local service centres. The site also lies on National Cycle Route 279, which links Exeter and Okehampton. Subject to the provision of good quality sustainable travel links to both nearby bus stops and to the village centre, the site could access services and facilities, and employment opportunities, on foot, by bicycle or by bus.

Ecology: The site lies outside any European Wildlife designation or associated land or recreational buffer.

Health and Wellbeing: Whilst the site is large enough to only provide a small amount of on-site green infrastructure, including landscaping, pocket play space and tree planting, it lies within a 10 minute walk (800m) of existing major open space (recreation ground) and is adjacent to a national cycle route.

Heritage: There are no heritage constraints affecting the site.

Minerals: There are no minerals constraints affecting the site.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Sensitivities

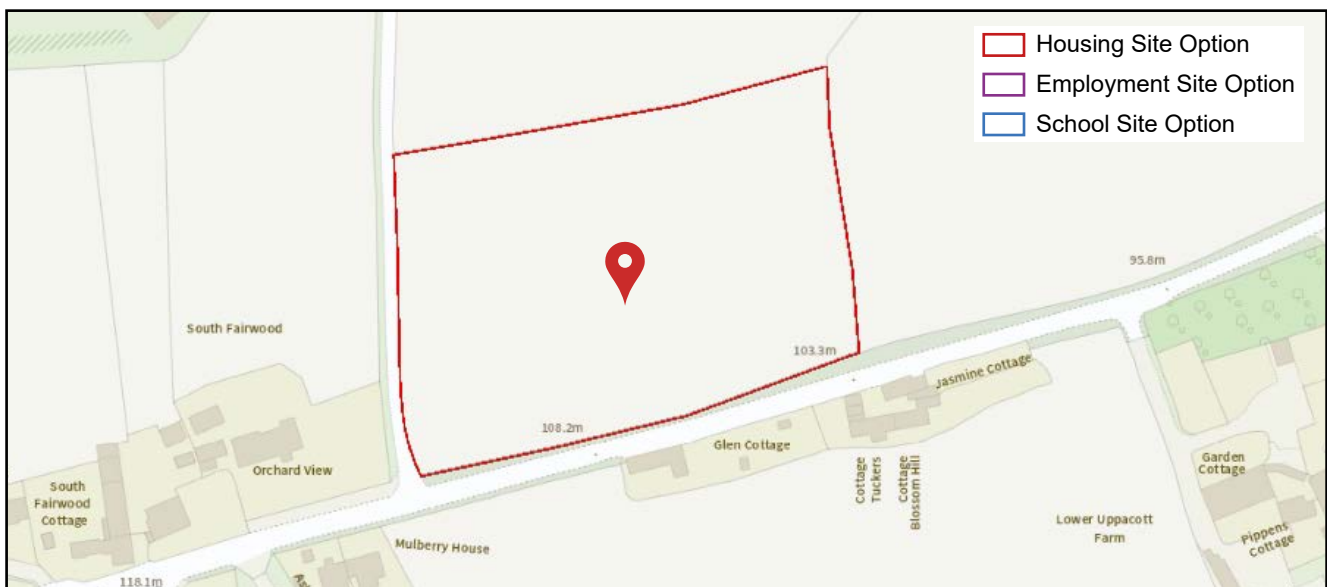
Ecology: The site contains Priority habitats and habitats and features that support Protected Species, including brown long eared bats and dormice.

Landscape: Although the site is well integrated with the existing settlement, it would extend the form of the village to the east. The site also lies within 5km of Dartmoor National Park, so the assimilation of the development into its surroundings through landscaping will be particularly important.

Education: Tedburn St Mary Primary School is on a constrained site, with limited scope to expand. Cheriton Bishop Primary School has capacity for 100 homes. There is some, limited spare forecast capacity at Queen Elizabeth's Community College, Crediton, although there is development proposed in the Mid Devon Local Plan which would impact on available capacity.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children`s play
- Active travel within development and to nearest village
- Retention of the existing boundary hedges and biodiversity offsetting
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on setting of Dartmoor National Park and edge of settlement to rural transition
- Connections to existing footway along road
- 5% custom build plots
- Affordable housing
- Adaptable and accessible housing.



Land at Great Uppaton Farm, Tedburn St Mary

This greenfield site lies to the south west of the village, consisting of a gently sloping grassed field enclosed by hedges, and bounded to the western edge by North Park Road and to the south by the A30.

Site Size: Total size 3.66 hectares, all of which is developable.

Indicative number of homes factoring in sensitivities and requirements (see below): 44 -66 homes

Opportunities

Sustainable Travel: Although the site is not close to a railway station, it lies within 500m of bus stops served by both peak hours public transport service to significant employment opportunities and frequent public transport service to towns / local service centres. The site also lies close to National Cycle Route 279, which links Exeter and Okehampton. Subject to the provision of good quality sustainable travel links to both nearby bus stops and to the village centre, the site could access services and facilities, and employment opportunities, on foot, bicycle or bus.

Ecology: The site lies outside any European Wildlife designation or associated land or recreational buffer.

Health and Wellbeing: Whilst the site is large enough to only provide a small amount of on-site green infrastructure, including landscaping, pocket play space and tree planting, it lies within a 10 minute walk (800m) of existing major open space (recreation ground) and is close to a national cycle route.

Minerals: There are no minerals constraints affecting the site.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Sensitivities

Ecology: The site contains Priority Habitats and habitats and features that support Protected Species, including bats, dormice and certain species of moths. In addition, the small stream on the north east boundary may support otters. The site has been identified as a potential Regionally Important Geological Site because of exposed faces along the A30 cutting.

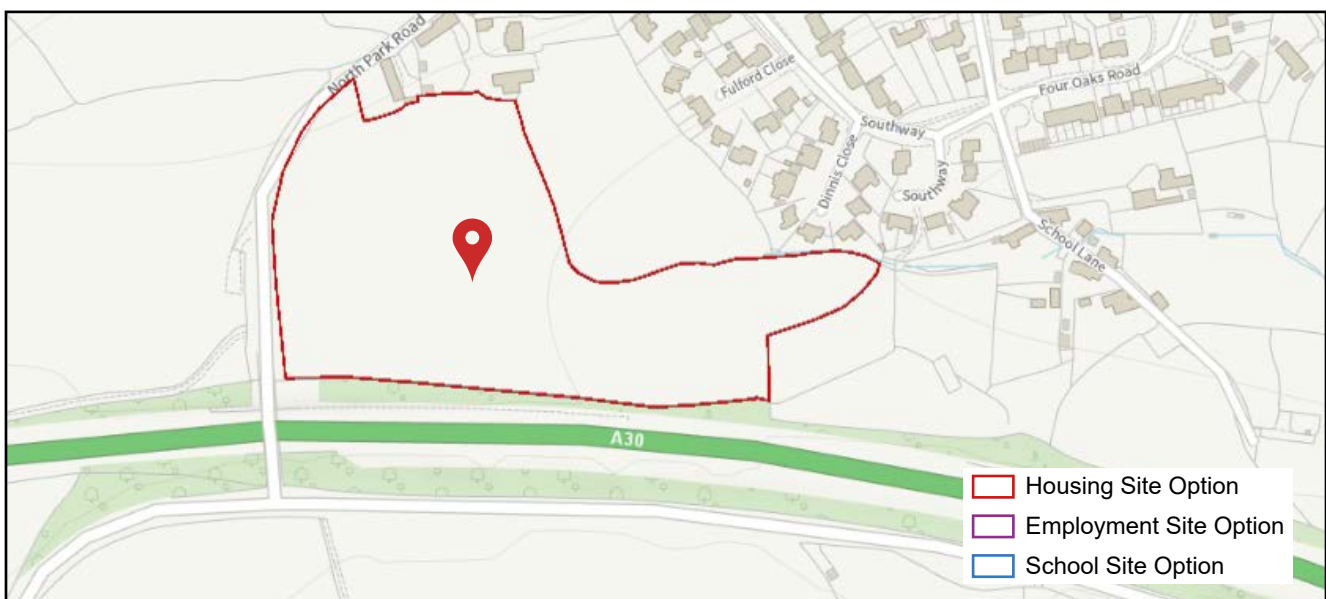
Heritage: A small part of the site is within 1km of the Grade II* listed Church of St Mary. In addition, there may be archaeological heritage assets on the site (possible early church)

Landscape: Although the site is well integrated with the existing settlement, it would extend the form of the village to the east. The site also lies within 5km of Dartmoor National Park, so the assimilation of the development into its surroundings through landscaping will be particularly important.

Education: Tedburn St Mary Primary School is on a constrained site, with limited scope to expand. Cheriton Bishop Primary School has capacity for 100 homes. There is some, limited spare forecast capacity at Queen Elizabeth's Community College, Crediton, although there is development proposed in the Mid Devon Local Plan which would impact on available capacity.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play and children's play
- Active travel within development and to nearest village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on setting of Dartmoor National Park and edge of settlement to rural transition
- Investigation into geological potential of exposed faces along A30 cutting
- Investigation of archaeological significance
- Highway improvements, a new footway connecting to the existing footway
- 5% custom build plots
- Affordable housing
- Adaptable and accessible housing



Land to north of Westwater Hill, Tedburn St Mary

The site lies on the western edge of the village, comprising buildings, yard and field. Land on the western edged slopes 1:6 gradient or more, which reduces the area available for development. The site is part greenfield and part brownfield.

Site size: Total size 0.46 hectares, of which 0.34 hectares is developable (omitting steep areas).
Indicative number of homes factoring in sensitivities and requirements (see below): 7-10 homes.
(A higher yield may be possible depending on the exact extent of the site, which includes an existing dwelling and business that have not been included in the developable area).

Opportunities

Sustainable Travel: Although the site is not close to a railway station, it lies within 500m of bus stops served by both peak hours public transport service to significant employment opportunities and frequent public transport service to towns / local service centres. The site also lies on National Cycle Route 279, which links Exeter and Okehampton. Subject to the provision of good quality sustainable travel links to both nearby bus stops and to the village centre, the site could access services and facilities, and employment opportunities, on foot, bicycle or bus.

Ecology: The site lies outside any European Wildlife designation or associated land or recreational buffer.

Health and Wellbeing: Whilst the site is large enough to only provide a small amount of on-site green infrastructure, including landscaping, it lies within a 10 minute walk (800m) of existing major open space (recreation ground) and is close to a national cycle route.

Heritage: Whilst the site is within 1km of a Grade II* Listed Building, the Church of St Mary, development would not impact on the significance of its setting. There is no known archaeological potential.

Minerals: There are no minerals constraints affecting the site.

Flooding: There are no flooding issues affecting the site, which is wholly within Flood Zone 1 (lowest flood risk).

Sensitivities

Ecology: There are habitats and features on the site that support Protected Species including bats and dormice.

Landscape: The site is well related to the existing settlement, however, it will be important to retain mature trees to assist with the protection of the setting of Dartmoor National Park, which is within 5km of the site, and to assimilate the development into its surroundings.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play
- Active travel to nearest village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site, or financial contributions towards biodiversity gain elsewhere
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on setting of Dartmoor National Park and edge of settlement to rural transition
- Highway improvements, a new footway connecting to the existing footway
- Affordable housing
- Adaptable and accessible housing



Land east of Cheriton Cross, Cheriton Bishop

This greenfield site lies on the eastern edge of the village, immediately south of the road to Tedburn St Mary. It comprises a series of fields, with lane to west and a small watercourse along the south. Land slopes more steeply along this southern boundary.

Site Size: Total size 9.16 hectares, of which 7.1 hectares is developable. However, due to small scale development (maximum of 25 homes) that would be acceptable, only part of the site will need to be developed.

Indicative number of homes factoring in sensitivities and requirements (see below): 25 homes maximum

Relationship with existing allocations and other potential sites/other strategic infrastructure:

Whilst there is a small development site in the village for up to 20 dwellings, contained within the Mid Devon Local Plan, this does not lie adjacent to the site and they could not share infrastructure.

Opportunities

Sustainable Travel: Although the site is not close to a railway station, it lies within 500m of bus stops served by both peak hours public transport service to significant employment opportunities and frequent public transport service to towns / local service centres. The site also lies on National Cycle Route 279, which links Exeter and Okehampton. Subject to the provision of good quality sustainable travel links to both nearby bus stops and to the village centre, the site could access services and facilities, and employment opportunities, on foot, bicycle or bus.

Ecology: The site lies outside any European Wildlife designation or associated land or recreational buffer.

Health and Wellbeing: The site is large enough to provide a network of green infrastructure for the benefits of wildlife and people, including landscaping, tree planting, children's play and natural open space. In addition, it is adjacent to a national cycle route.

Suitability for custom build: The site would be suitable for custom build. Development would be expected to provide at least 10% custom build plots in accordance with policy.

Minerals: There are no minerals constraints affecting the site.

Flooding: There are no flooding issues affecting the site, as land that is not in Flood Zone 1 lies along the watercourse in the southern part of the site, which has been omitted from the potential development area. The remaining part of the site is within Flood Zone 1 (lowest flood risk).

Heritage: Although the Cheriton Bishop Conservation Area lies almost 500m away, development would not affect its setting and there are no heritage constraints affecting the site.

Sensitivities

Ecology: The site contains Priority Habitats and habitats and features that support Protected Species, including bats and dormice.

Landscape: The site lies immediately adjacent to the boundary with Dartmoor National Park and the form of the site has the potential to reinforce an undesirable linear form of development. Design and landscaping will be particularly important to assimilate the development into its surroundings.

Site Requirements

- Carbon neutral development
- Electric vehicle supporting infrastructure
- Open space including pocket play
- Active travel to nearest village
- Retention of the existing boundary hedges and trees, and biodiversity offsetting on site
- Preliminary Ecological Appraisal and protected species surveys to inform mitigation and enhancement measures
- Bat friendly lighting
- Landscaping to minimise impact on setting of Dartmoor National Park and edge of settlement to rural transition
- Highway improvements, a new footway connecting to the existing footway
- 5% custom build plots
- Affordable housing
- Adaptable and accessible housing



Chapter 9: Employment Site Options

Overview

Teignbridge sits within a wider functional economic area which stretches from Exeter to Torbay. The Council carried out an economic development needs assessment in 2018. This found that the requirements for new employment space is driven by a need to replace employment space as it becomes outdated and is no longer fit-for-purpose, and an allowance for choice and flexibility to allow businesses to meet their requirements. This evidence will be updated and refreshed in light of Brexit and the Pandemic.

The following sites are proposed as employment site options. Employment sites can contain a number of uses, including office space, manufacturing and industrial, storage and distribution and trade counters, as well as complimentary uses such as gyms, cafes or take-aways. Following the consultation, a number of these sites will be taken forward into the final plan.

Former BCT site, Heathfield

Brownfield site including area of made-up ground, adjacent to former Ceramic Tile factory. The site is within the strategic Heathfield Employment site, which is close to the A38 and between Bovey Tracey and Newton Abbot.

Site size: Total size 4.8 hectares, all of which may be developable.

Indicative employment floorspace: 15,000 - 25,000 sq m

Opportunities:

Sustainable Travel: The site is close to the national cycle route connecting to Bovey Tracey and Kingsteignton/Newton Abbot. There are half hourly bus services accessible from Battle Road.

Road Network: Heathfield is well located for access onto the strategic road network (A38).

Strategic employment location: There is strong demand for employment land in the Heathfield estate. Allocating this site would safeguard it for this use.

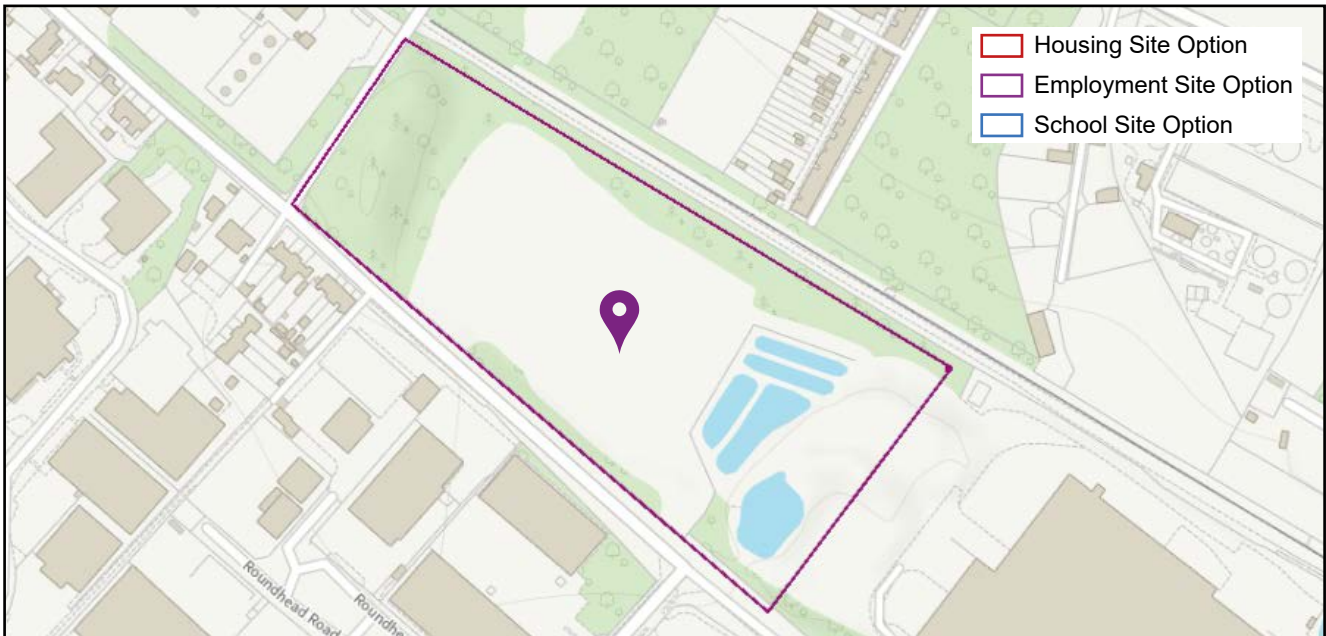
Sensitivities:

Ecology: The site is a County Wildlife Site (CWS) containing protected Pennyroyal and other rare plant species. Substantial compensation is likely to be required for loss of the Pennyroyal, the CWS, the other rare plants and the seed bank. This should include creation of a larger area of similar habitat nearby (on similar soils, with similar hydrology), using the site's sward, topsoil and seedbank, with ongoing management to encourage the target species. The compensation site should then be gifted to a wildlife conservation body together with a commuted sum to cover ongoing management in perpetuity. Prior to any works on-site, full survey will be required, with key species identified and propagated for later introduction to the receptor site. Mitigation and compensation will be needed for impacts on protected species including non-SAC bats, dormice, reptiles and others. Site also within the South Hams SAC Landscape Connectivity Zone and close to the edge of the SAC Sustenance Zone.

Land stability: A ground study of the ground conditions of the site was conducted in 2008 and reviewed in 2018. This concluded that the site appears to be underlain by made ground which extends to depths of 19.7m in places. The made ground exhibits elevated levels of metals and PAH hydrocarbons which would typically be remediated by provision of a clean capping. The emission of ground gases also suggests the site was a landfill and assessment/monitoring of gases would be required. The above is likely to add considerable cost to the redevelopment of this site.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Assessment of land stability, ground gases, decontamination or capping requirements and costs
- Electric vehicle charging infrastructure
- Retention of existing boundary trees and vegetation
- Significant compensatory habitat creation for rare plants and species
- Maximise opportunities for renewable energy generation

**East of Liverton Business Park**

Fields north of A38 on western side of Liverton. The site is relatively flat and well related to existing built development. Little Liverton Business Park lies to the SW and the Liverton Brook is to the NE.

Site size: Total size 6.68 hectares, of which 5.4 hectares is developable.

Indicative employment floorspace: 10,000 - 20,000 sq m

Opportunities:

Green Infrastructure: The site offers the opportunity to create an area of green space in the 1.1 ha area of flood zone adjacent to the Liverton Brook.

Sensitivities:

Ecology: Within the SAC Landscape Connectivity Zone. Hedgerows provide potential foraging and commuting habitat for several bat species including greater horseshoe bats. Hedgerows provide suitable habitat for dormouse and nesting birds.

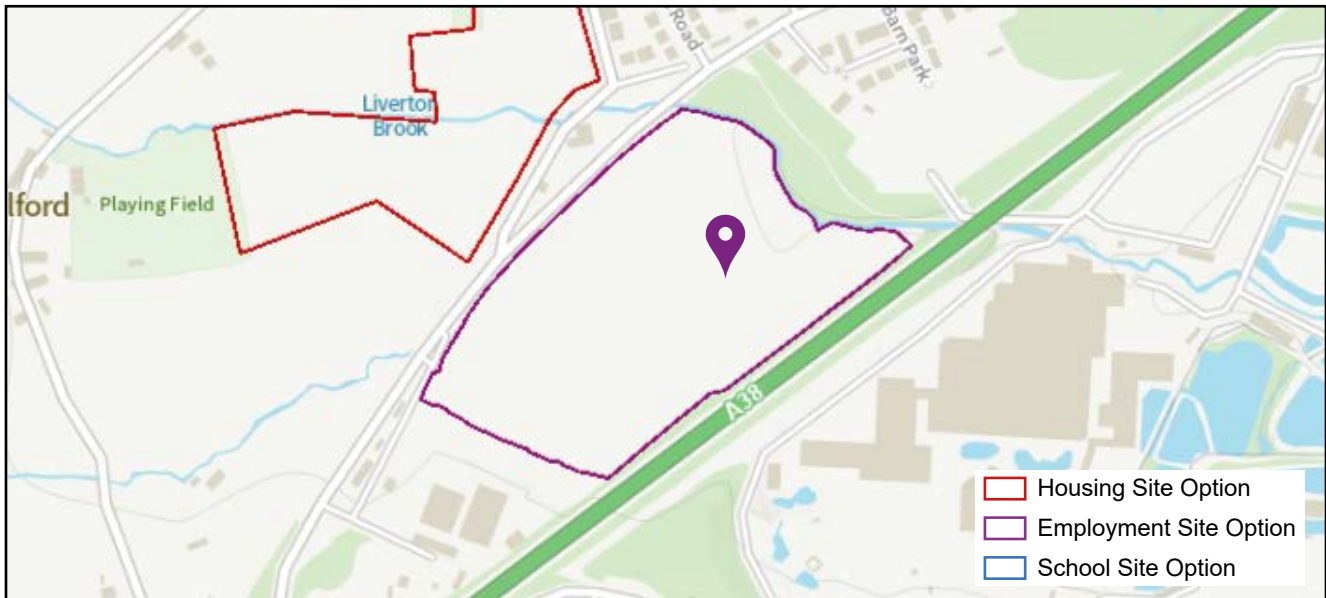
Road Access: The primary access would be via Liverton from the A38 Drumbridges junction. The site would be better suited to employment uses less reliant on heavy vehicles, to minimise the impact on local residents.

Minerals: The site is within the Minerals Safeguarding Area.

Flooding: The northern 1.1 ha of the site lies in flood zone 3.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Creation of green infrastructure alongside brook, and retention of hedgerows and trees
- Maximise opportunities for renewable energy generation



Ilford Park, Drumbridges

Large site adjacent to the A38, A382 and Trago Mills. The site is primarily in use as commercial forestry, but planning permission has been secured for a range of uses including a strategic employment-led site.

Site size: Total size 46 hectares, of which in the range of 25 - 30 hectares may be developable.

Indicative employment floorspace: 30,000 - 50,000 sq m

Opportunities:

Transport Connections: The A382 widening scheme proposes cycle routes from Newton Abbot to Stover. Phase 1 of this project is under construction. The site has good proximity and connections to the strategic road network, with local junction improvements required. Half hourly bus services are available on the A382 nearby. Improved pedestrian access to bus stops would be required.

Green Infrastructure: The site is of sufficient size to include strategic scale green infrastructure to minimise landscape impact, and benefit people and wildlife.

Sensitivities:

Ecology: The site includes Gavrick Copse and Pitt's Plantation, and contains Liverton Brook which flows towards Stover Country Park (SSSI). It is within the South Hams SAC Landscape Connectivity Zone. Potential impacts from loss of forestry on bat flyways and foraging habitat and impact of additional lighting.

Heritage: Site is close to Grade II Stover Park which lies on the other side of A382 and 750m from Grade II* Stover House

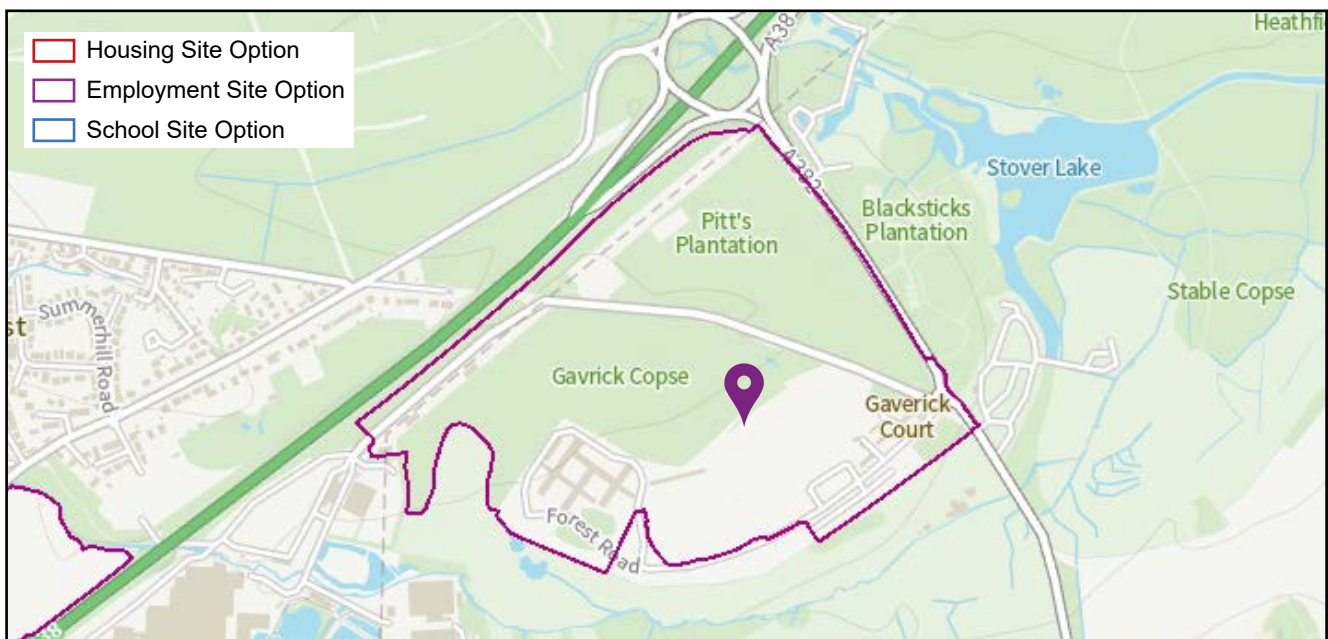
Infrastructure - Electricity supply: The broader area requires a new large scale electricity sub-station and this has hampered delivery of previous planning permissions. Further engagement with Western Power Distribution (WPD) is likely to be required.

Retirement Home: A residential home established for Polish WWII refugees is located at Ilford Park.

Minerals: Site is within Mineral Safeguarding Zone. However, the Ilford Park area has been sufficiently developed as to sterilise much of the resource in this area.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of wide belts of trees to create green infrastructure networks, connecting across the site for movement of people and wildlife, including bats
- Maximise opportunities for renewable energy generation
- Cycle and walking routes to connect to local bus services
- Contribute to new sub-station



North of Forches Cross, A382

Site lies to the north west of Forches Cross, on the A382 and is made up of fields divided by hedgerows, with a small wooded area in the west. The site comprises the land allocated for employment within the adopted Teignbridge Local Plan (Policy NA1) plus land to the north, which immediately adjoins the allocated site.

Site size: Total size 16.99 hectares, of which approximately 6.9 hectares are developable.

Indicative employment floorspace: 20,000 - 30,000 sq m

Opportunities:

Sustainable Travel: The site is adjacent to the existing Newton Abbot NA1 allocation and the associated highway improvements. These improvements will see upgraded cycling and walking facilities along the A382 and the link road towards Houghton Barton. The A382 benefits from good bus services. The site is 3.8km from the railway station.

Green Infrastructure: The Blatchford Brook runs through the site and presents an opportunity to create a green corridor through the site, for the benefit of wildlife and minimise landscape impacts.

Sensitivities:

Ecology: Within the SAC Landscape Connectivity Zone. Species-rich hedges and stream should be retained with buffer zones. European Protected Bats – various species are likely to be present, including Greater Horseshoe Bats. Potential impacts from loss of foraging habitat and lighting. Dormouse likely to be present. Part of the site is within a Cirl Bunting breeding territory zone. Arable may provide wintering habitat and compensation payment will be required.

Heritage: Stover Registered Park and Garden lies to the north east of the site and development has the potential to adversely affect its rural setting.

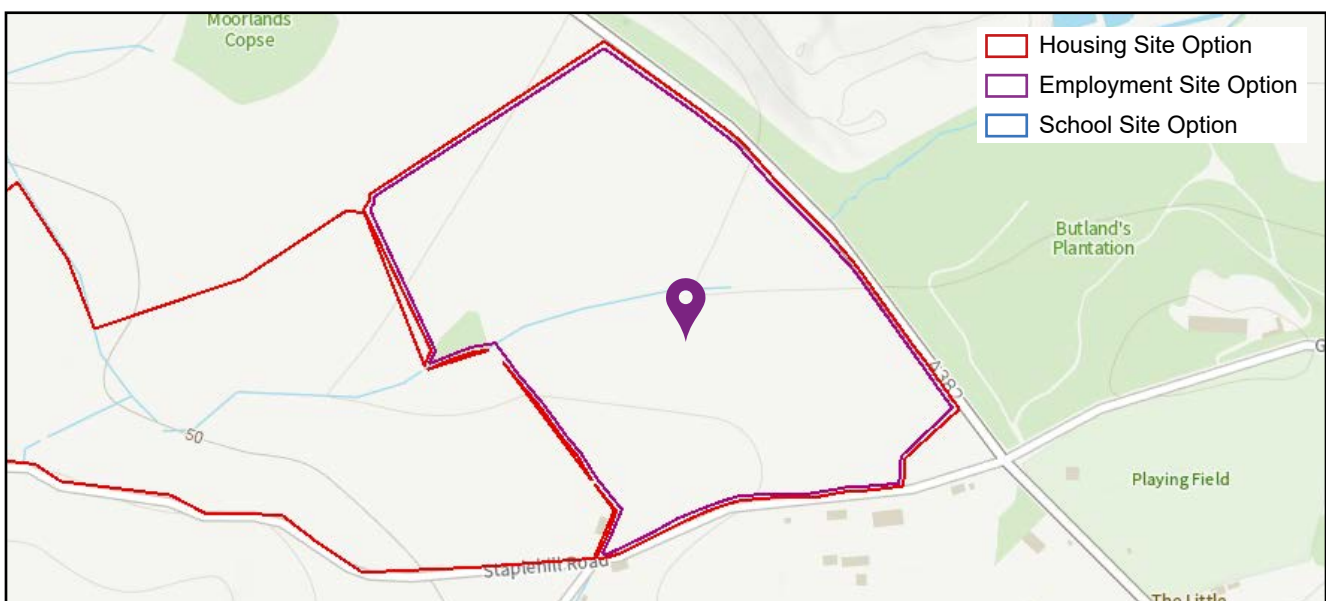
Minerals: Within Mineral Safeguarding Area.

Electricity Infrastructure: The broader area requires a new large scale electricity sub-station.

Design: The site is adjacent to a gateway into Newton Abbot. It will be important for the design of buildings, particularly those seen from the road, to be sympathetic to this location. Landscaping and tree planting will also be important.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Creation of green infrastructure alongside brook, and retention of hedgerows and trees. Planting of additional landscaping. Creation of bat corridors
- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which is sensitive to the edge of urban / semi-rural location
- Contribute to new sub-station



Southwest Chudleigh Knighton

Site lies to the north of the A38 on the western edge of Chudleigh Knighton. Field enclosed by hedgebanks, with Pipehouse Lane to east.

Site size: Total size 0.58 hectares, all of which is developable.

Indicative employment floorspace: 1000 - 3000 sq m

Opportunities:

Access: Small site with access to the A38.

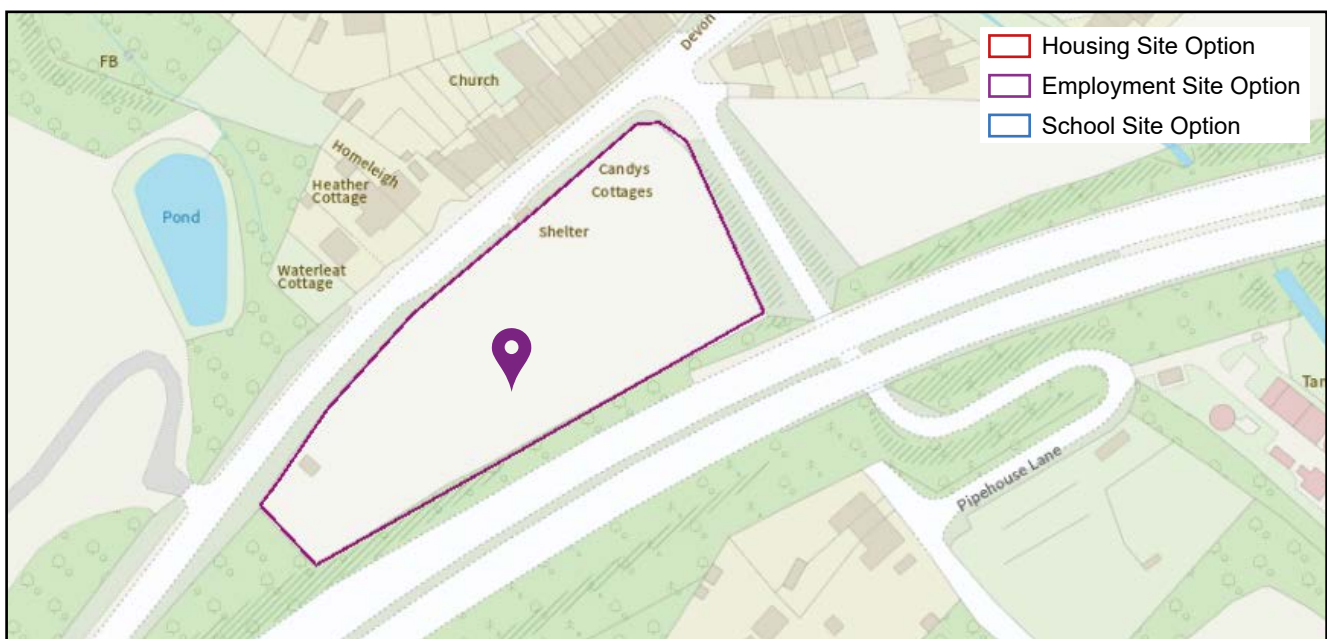
Minerals: The site is within a Mineral Safeguarding Area for ball clay and close to operational quarries. However, the site is too constrained by existing highways to be viable for mineral extraction.

Sensitivities:

Ecology: Within the SAC Landscape Connectivity Zone. Suitable habitat for commuting and foraging bat species including greater horseshoe bats and dormouse. Barbastelle Bat area nearby. Various bat species probably present. Potential impacts from loss of tree roosts, loss of foraging habitat and lighting.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping. Creation of bat corridors
- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which is sensitive to the village and location
- Potential works to improve highway and pedestrian safety



Blatchford Farm, A382

Site lies on the edge of Newton Abbot, bordered to the south by the A382 (Bovey Tracey Road) and to the west by Berry Knowles Farm.

Site size: Total size 23.7 hectares, of which approximately 10 hectares is considered developable.

Indicative employment floorspace: 20,000 - 30,000 sq m

Opportunities:

Sustainable Travel: The site is close to the town, the Newton Abbot (policy NA2) allocation and the associated A382 highway improvements. These improvements will see upgraded cycling and walking facilities. The A382 benefits from good bus services. The site is 3 km from the railway station.

Green infrastructure: The site is of sufficient size to include wildlife areas and green corridors.

Sensitivities:

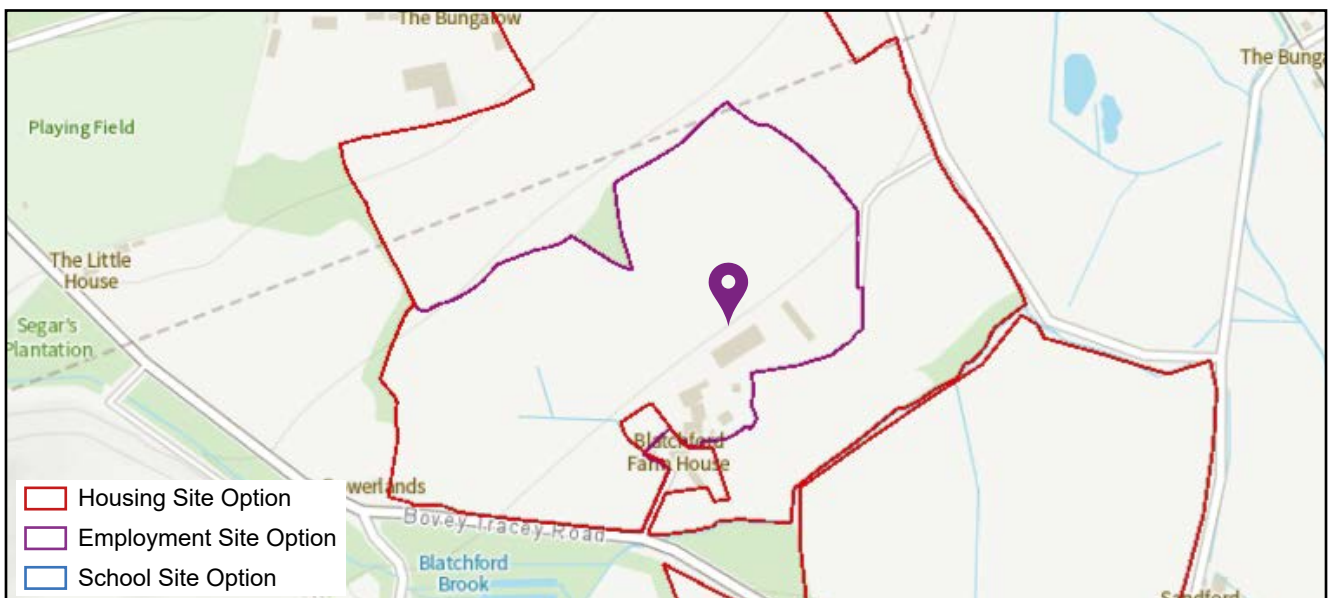
Ecology: Within the South Hams SAC Landscape Connectivity Zone. Also within Great Crested Newt alert zone and Cirl Bunting wintering zone. The Blatchford Brook flows along the south of the site.

Heritage: Listed building at Blatchford Farm.

Minerals: Within a Minerals Safeguarding Area.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Creation of green infrastructure alongside brook, and retention of hedgerows and trees. Planting of additional landscaping. Creation of bat corridors
- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which is sensitive to the edge of urban / semi-rural location
- Contribute to new sub-station

**Horse mills Field, Kingsteignton**

Small site located on the northern side of B3193 between Kingsteignton and Chudleigh Knighton. The land is level with some trees to the northern and eastern edges of the site.

Site size: Total size 1.7 hectares, all of which is developable.

Indicative employment floorspace: 2000 - 4000 sq m

Opportunities:

Sustainable Transport: The site is isolated but is served by a good quality cycle route connecting to Kingsteignton and an hourly bus service (although no bus stops nearby).

Sensitivities:

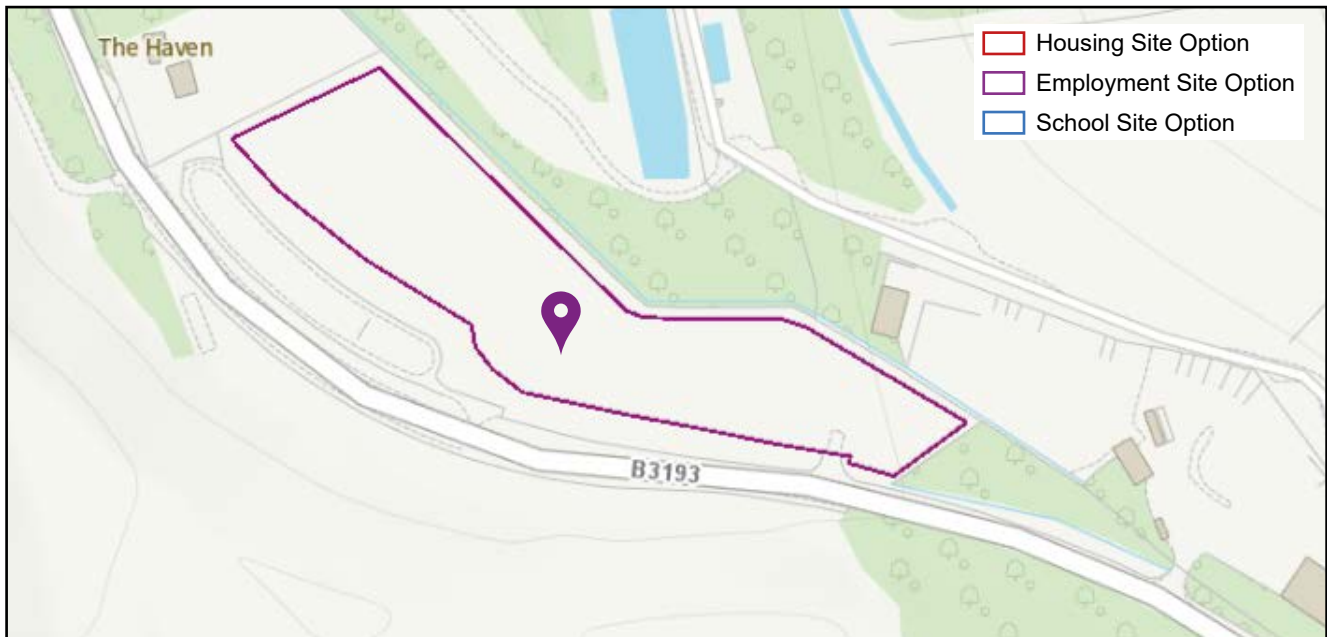
Ecology: Within South Hams SAC Chudleigh Sustenance Zone. Recent planning application surveys show SAC bats use the site, flying along woodland edges. The woodland must be retained and wide, adjacent bat-flyways must be retained. The flyways should provide feeding opportunities. The site and especially the flyways must remain dark. Dormouse likely to be present in adjacent broadleaved woodland.

Minerals: In Mineral Safeguarding Area.

Landscape impact: isolated and detached from an existing settlement.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping. Creation of wide bat corridors adjacent to woodland and hedgerows
- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which is sensitive the isolated rural location
- Potential works to improve highway and pedestrian safety



Ruby Farm, Two Mile Oak

Strategic scale site option on southern side of Newton Abbot (A381), comprising undulating farm land. Approximately 500m from Abbotskerswell.

Site size: Total size 20.51 hectares, all of which is developable.

Indicative employment floorspace: 10,000 - 30,000 sq m

Opportunities:

Transport: The A381 is served by an hourly bus service. The site is only 3km from Newton Abbot, however there are presently no safe cycle or walking routes.

Sensitivities:

Ecology: Within South Hams SAC Landscape Connectivity Zone. Mature species rich hedgerows and mature trees. Various bat species are likely to be present.

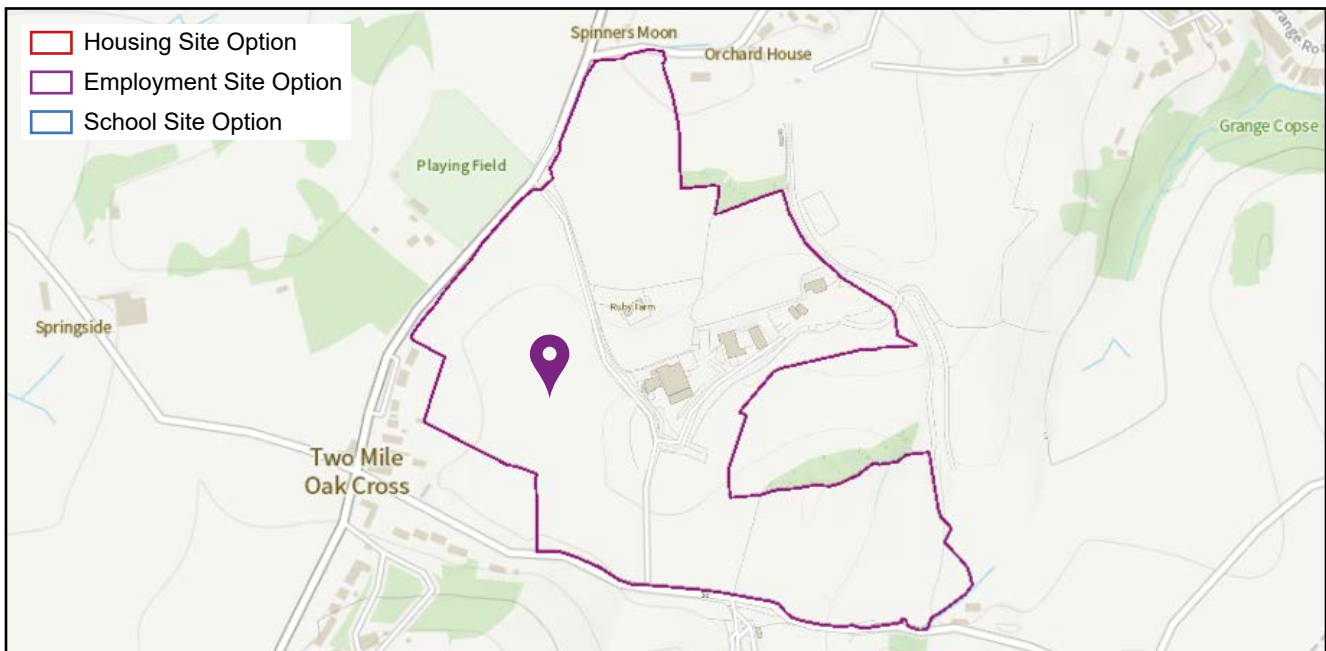
Landfill: The site is adjacent to a large area of filled ground which was a former landfill site.

Minerals: The site lies within the Mineral Consultation Area for the nearby limestone resource.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building

- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping. Creation of wide bat corridors adjacent to hedgerows
- Maximise opportunities for renewable energy generation.
- Design of buildings and use of materials which is sensitive to the isolated rural location
- Potential works to improve highway and pedestrian safety, including safe footway to bus stop and Abbotskerswell



Kingskerswell Road, Decoy

Site lies to the east of Kingskerswell Road, and west of the A380. The Aller Brook runs through the site and it forms a wide area of flood plain. The site is identified in the adopted Local Plan as a potential route for a country park between Newton Abbot and Kingskerswell. 2.2 ha of the site is already allocated for employment in existing Local Plan and has subsequently been granted outline planning permission.

Site size: Total size 31.8 hectares, of which 6.5 hectares is developable.

Indicative employment floorspace: 20,000 - 30,000 sq m

Opportunities:

Sustainable Transport: Site is only 1.8km from the railway station and some disjointed cycle routes connect towards Newton Abbot and Kingskerswell. Bus services run along the A380 but this is difficult to access by foot. A new link road towards Ogwell, including cycle route, is planned to be constructed in the future.

Green Infrastructure: The site includes areas identified for a country park with the potential for public footpaths or trails to be created.

Laundry: The adjacent Laundry works is a significant generator of waste heat. This could be considered in the energy options for the site.

Sensitivities:

Ecology: The site is within SAC Landscape Connectivity Area and bats are likely to be present. As a minimum, dark flyways should be retained. Potential impacts from loss of tree roosts, loss

of foraging habitat and lighting. Great Crested Newts may well use the terrestrial habitat on this site, e.g. hedges and rough grassland. Mitigation and compensation will be needed, including retention of hedges, with buffers. Dormouse – assume present. Within a Cirl Bunting wintering zone.

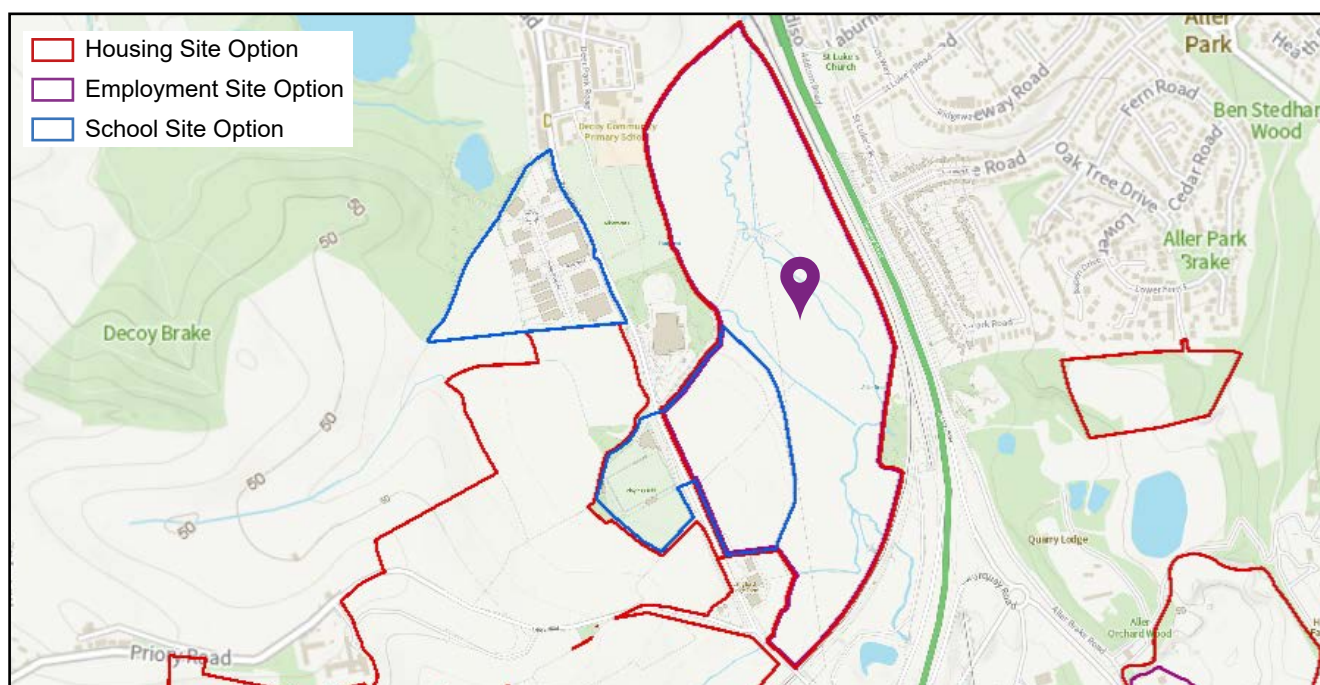
Heritage: The Priory, which is a Grade II* Listed Building lies 700m to the west.

Flood risk: Flood zones 1, 2 and 3 are on site.

Landscape: Site is highly visible from A380 and railway line.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping. Creation of wide bat corridors adjacent to hedgerows
- Provision of public access routes and green infrastructure within the Aller Valley country park area
- Maximise opportunities for renewable energy generation.
- Design of buildings and use of materials which minimises landscape impact
- Potential works to improve highway safety for all users, including safe foot / cycleway access



East of Old Newton Road, Kingskerswell

The site comprises 2 fields west of the railway line and east of Old Newton Road.

Site size: Total size 19.59 hectares, of which approximately 2.8 hectares is developable.

Indicative employment floorspace: 5000 - 8000 sq m

Opportunities:

Location: The site is well located on the edge of Kingskerswell with good access to the A380.

Sensitivities:

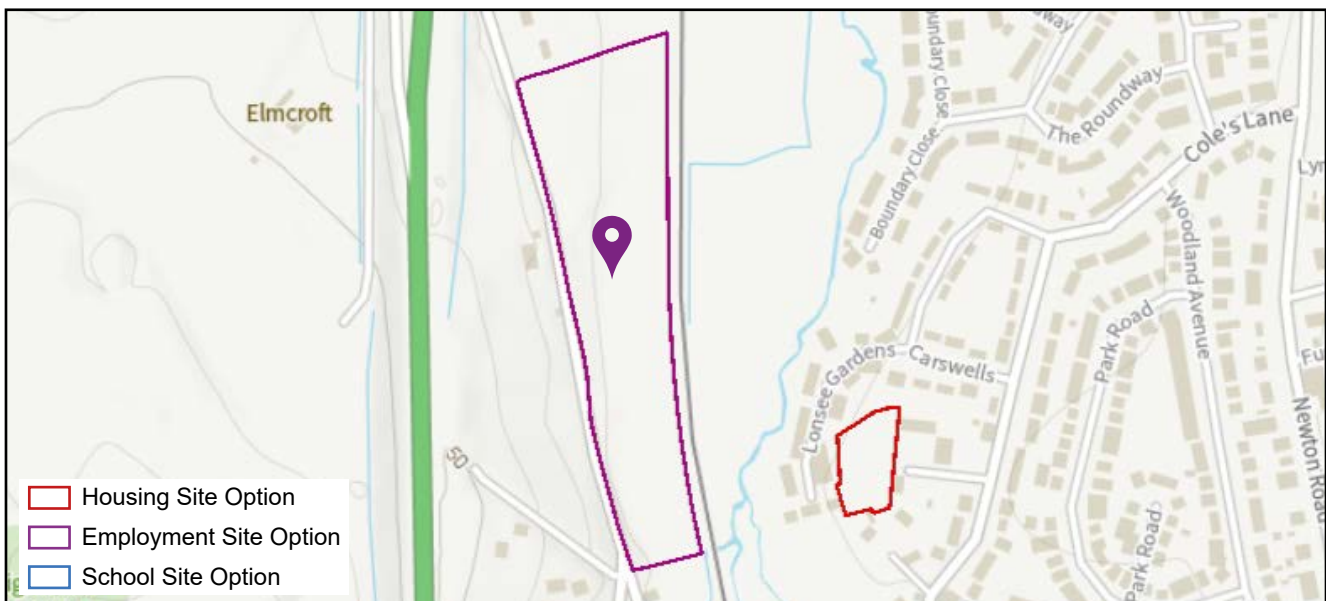
Ecology: Within South Hams SAC Landscape Connectivity Zone. The site include species-rich hedges, semi-improved pasture, trees and scrub. Various species of bats are likely to be present with potential impacts from loss of foraging habitat and lighting. Dormouse – assume present with potential impacts from loss of trees / scrub / hedges. Within Cirl Bunting and Great Crested Newt consultation zones.

Foot/cycle connection: The site has no safe pedestrian / cycle access.

Flood risk: Flood zone 3 in eastern edge of site.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping. Creation of wide bat corridors adjacent to hedgerows
- Provision of public access routes and green infrastructure east of the railway line
- Maximise opportunities for renewable energy generation.
- Design of buildings and use of materials which minimises landscape impact
- Potential works to improve highway safety for all users, including safe foot / cycleway access



Zigzag Quarry, Kingskerswell

Sand and gravel quarry on the northern edge of Kingskerswell. The site is visually contained and consists of quarry area with existing storage and distribution yard and land to rear extending to Milber Lane. The majority of the site is too steep to be developed.

Site size: Total size 9.61 hectares, of which 1.61 is developable.

Indicative employment floorspace: 5000 - 7000 sq m

Opportunities:

Transport: The site is adjacent to the Torquay road which has high frequency bus services. Cycle routes also connect the site with the wider area. The A380 junction is nearby.

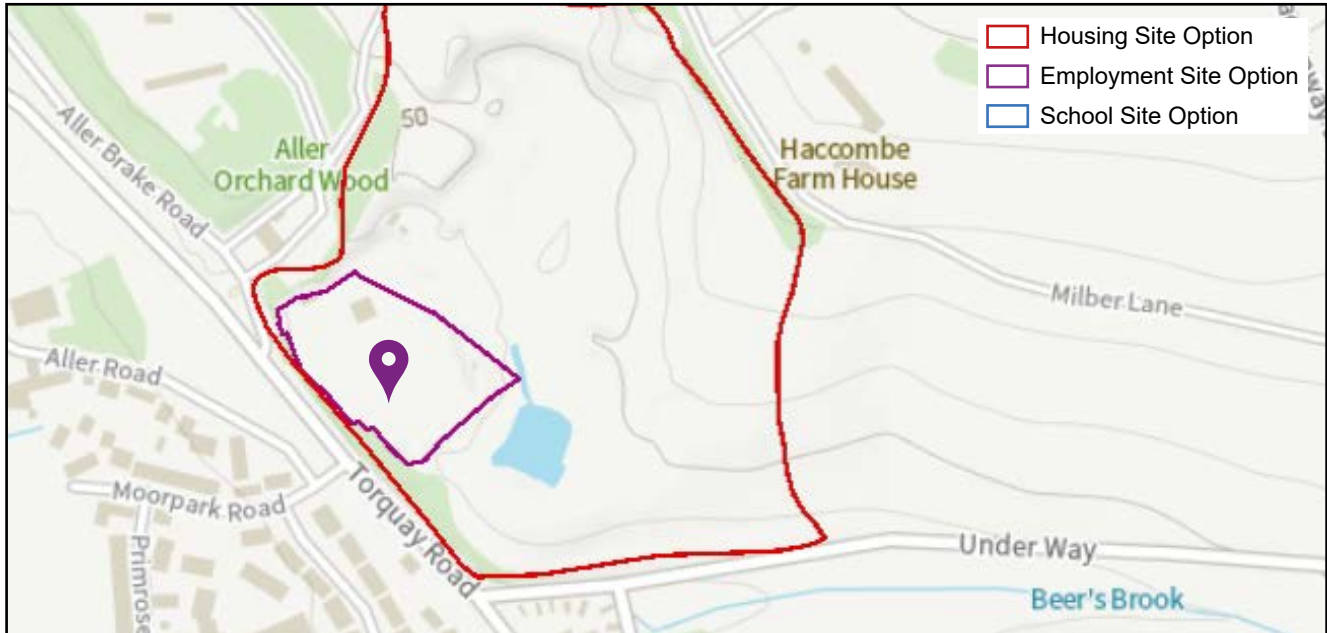
Green Infrastructure: Much of the site is likely to be subject to a restoration order, and in any case the site has the potential to provide substantial areas of green infrastructure.

Sensitivities:

Ecology: Within the Landscape Connectivity Zone and on a Strategic Flyway. Broadleaved woodland should be retained. Bats species are likely to be associated with treed areas. Potential impacts from loss of foraging habitat and additional lighting. Mitigation / compensation needed. Dormouse present nearby and possibly in woods. In Great Crested Newt and Cirl Bunting consultation zones.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of woods, hedgerows and trees. Provision of public access routes and green infrastructure. Creation of dark bat flyways
- Maximise opportunities for renewable energy generation



Buttlands Industrial Estate, Ipplepen

Small flat site to extend the Buttlands industrial estate which lies south of the A381 and the village.

Site size: Total size 0.63 hectares, all of which is developable.

Indicative employment floorspace: 2000 - 4000 sq m

Opportunities:

Location: Small site on edge of existing employment site, adjacent to A381 and within walking distance of Ipplepen.

Sensitivities:

Ecology: Within the South Hams SAC Landscape Connectivity Zone. Some limited hedges remain which should be retained with Root Protection Zones. Some bat species likely to be present. Potential impacts from loss of foraging habitat and additional lighting. Dormouse may be present. Cirl bunting and Great Crested Newt consultation zone.

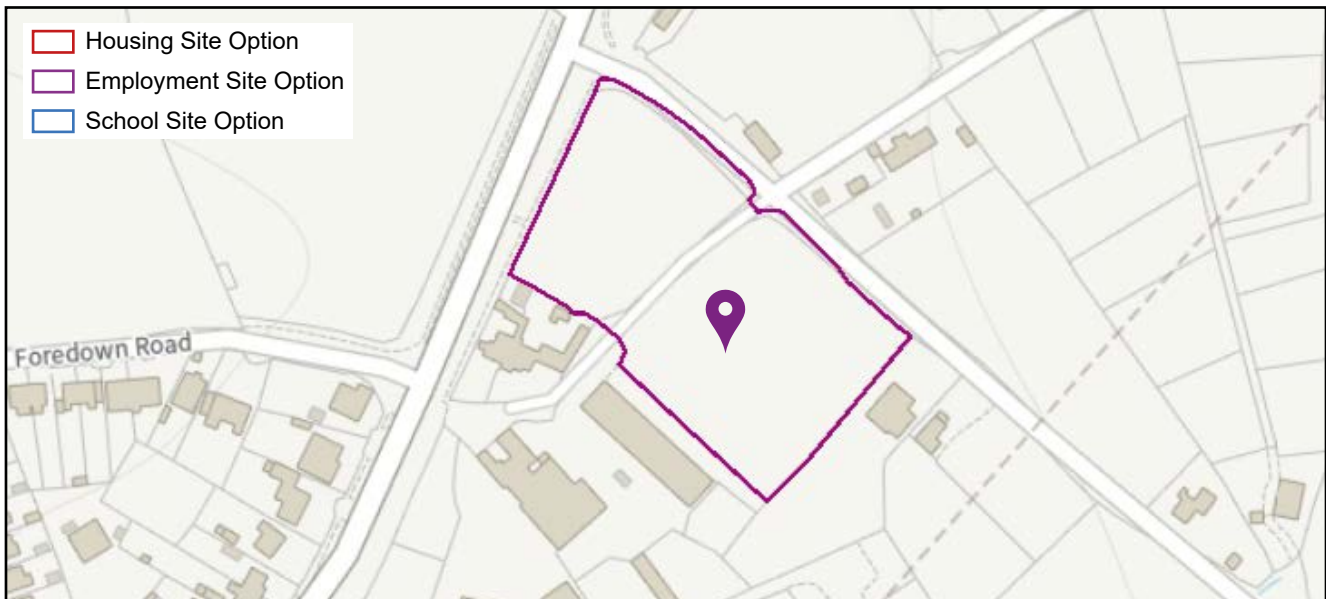
Transport: Accessed off narrow lanes and junction improvements would be required including footway/cycle connections. Hourly bus service nearby.

Residential properties: Adjacent to dwellings including Meadow Cottage.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping to buffer existing homes. Creation of wide bat corridors adjacent to hedgerows

- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which minimises landscape impact
- Potential works to improve highway safety for all users, including safe foot/cycleway access



West Exe Business Park, Peamore

Fields located at junction of A38/M5 and A379. The fields slope towards the A38/M5 and are adjacent to the existing Peamore Industrial Estate. The site benefits from a planning permission for employment development (B1, B2 and B8) incorporating up to 47,000 square metres (gross floor area) together with associated infrastructure including new vehicular access.

Site size: Total size 18 hectares, all of which is developable.

Indicative employment floorspace: 20,000 - 50,000 sq m

Opportunities:

Strategic Location: Well located on southern edge of Exeter, at a key northern gateway to Teignbridge. The site is well related to the existing employment areas of Marsh Barton.

Planning Permission: Site benefits from a planning permission for employment development with funding for road access works secured.

Sensitivities:

Heritage: The site is near to Peamore House, a Grade II listed building. Historic maps show the house to have a parkland setting, parts of which are included in the site. The parkland is not a registered park and garden, however, it is of importance to the historic landscape and an undesignated heritage asset of some value. Peamore farm also contains a listed building.

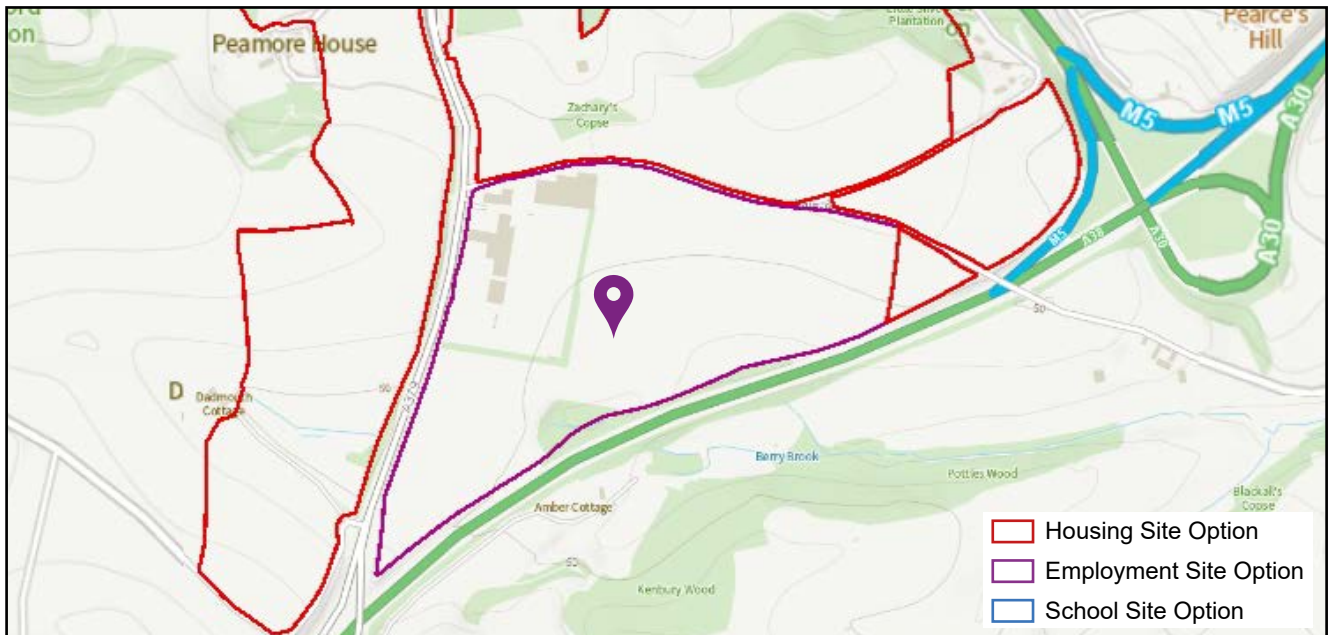
Transport: The site requires significant junction improvements and presently has poor active travel links. The site has good southbound A38 access but poor northbound M5 access, forcing vehicles to go through Exeter.

Gas: A high pressure gas main runs through the east of the site.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure

- Retention of hedgerows and trees. Planting of additional landscaping
- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which is sensitive to the location



Brown's Farm, Splatford

Land located west of A380 and south of Splatford Barton, 1km from Kennford. A wooded area runs through the central section of the site (Pope's Copse) which is steeply sloped.

Site size: Total size 9.45 hectares, of which 5.18 hectares is developable.

Indicative employment floorspace: 15,000 - 25,000 sq m

Opportunities:

Road access: The site benefits from good access from A38 and lies 5km south of Exeter.

Sensitivities:

Ecology: Within the South Hams SAC Landscape Connectivity Zone. Species-rich hedges, watercourse and broadleaved woodland on and adjacent to site. The woodland and watercourse should be retained with buffer zones and lighting limits. Various species of bat probably present. Dormouse – assume presence in hedges and woods. Within Cirl Bunting consultation zone.

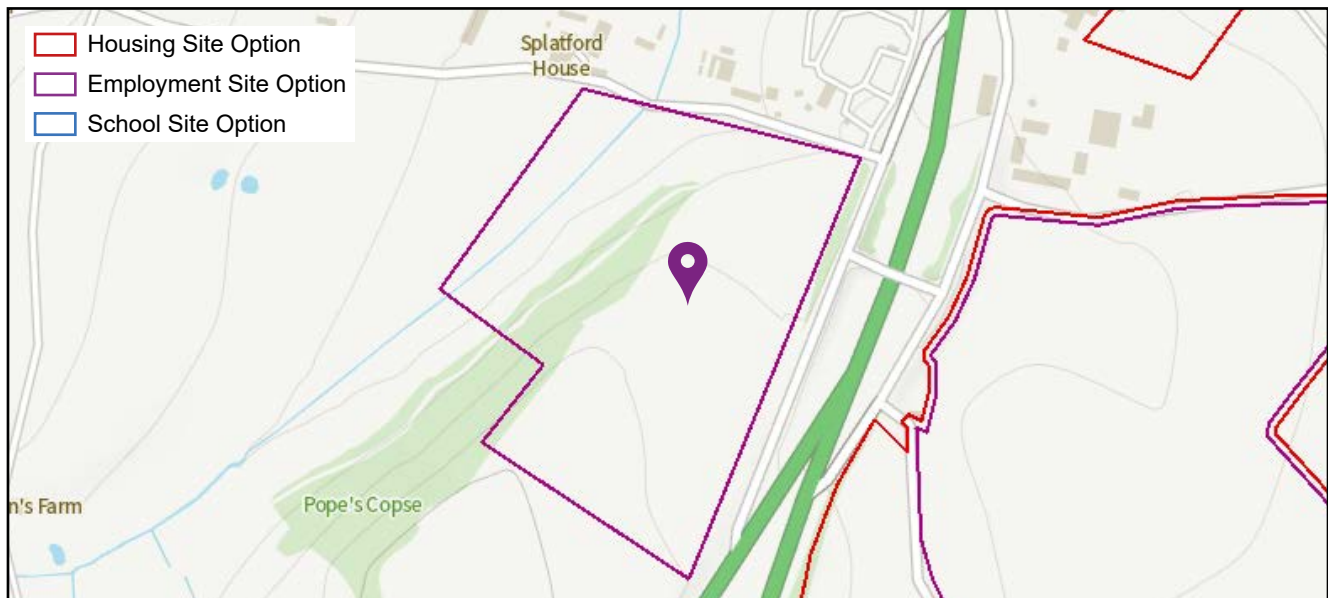
Flood risk: Part of the western section along a stream is within Flood Zone 3.

Sustainable Transport: The site is relatively isolated from any large settlements and has limited scope for being accessible by walking, cycling or bus.

Landscape: Close proximity of the A38 with the potential to add to the erosion of the rural experience of road users.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping. Creation of wide bat corridors adjacent to woodland and hedgerows
- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which is sensitive the isolated rural location
- Potential works to improve junction access and pedestrian/cycle safety



Opposite Exeter Court Hotel, Kennford

The land is located at the southern end of Kennford and just 250m from Kenn. An open area of agricultural land adjoining a number of residential properties on north eastern side. There is a small portion of sloping land (of more than 1:6 gradient) in the southernmost part of the site.

Site size: Total size 19.2 hectares, of which 18.46 hectares is developable.

Indicative employment floorspace: 10,000 - 50,000 sq m

Opportunities:

Road access: Large site which benefits from good access from A38 and lies 5km south of Exeter.

Green Infrastructure: The site is of sufficient size to provide green infrastructure corridors and improvements for the benefit of wildlife and the local communities.

Sensitivities:

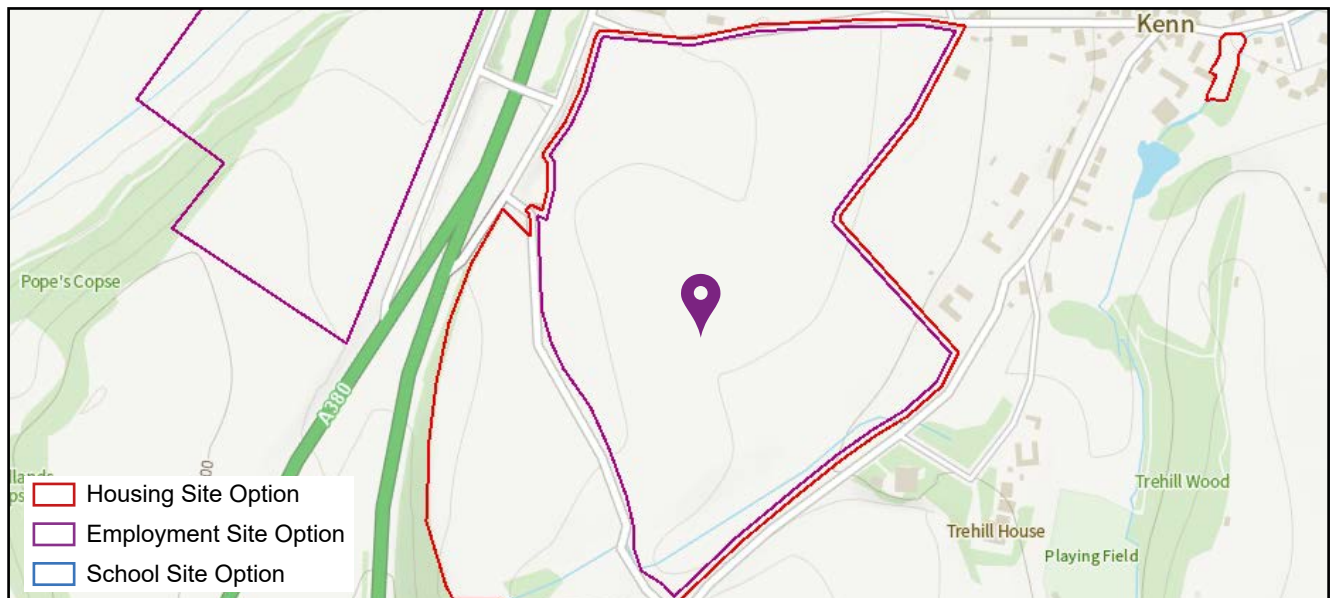
Ecology: Within the South Hams SAC Landscape Connectivity Zone, and Exe Estuary SPA and Dawlish Warren SAC 10km Zone. Trehill Wood (ancient woodland) lies 175m to east of site. The site contains species-rich hedges, trees and a watercourse. Various species of bat are likely to be present with potential impacts from loss of foraging habitat, flyways, tree roosts and from lighting impacts. Dormouse – assume presence in hedges and woods. Within Cirl Bunting consultation zone.

Access: Access would be via Kenn Road a 30 MPH single carriageway. Road widening and improvement, footway/cycle connection would be required.

Heritage: Two Listed Buildings adjacent to site. (Trehill House to east and other on western side). Development would also impact on distinctiveness of Kenn and Kennford and erosion of the rural setting of Kenn Conservation Area.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping. Creation of wide bat corridors adjacent to woodland and hedgerows. Specific mitigation for other species.
- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which is sensitive the isolated rural location
- Works to improve junction access and pedestrian/cycle safety from Kennford and Kenn



Dolbeare Road, Ashburton

East of the northern part of Ashburton. The A38 separates the site from the town. Large site comprising fields enclosed by hedgerows and bisected by Dolbeare Road.

Site size: Total size 28.94 hectares, of which 27.09 hectares is developable.

Indicative employment floorspace: 10,000 - 30,000 sq m

Opportunities:

Access: The site is adjacent to a junction onto the A38 and 1km from Ashburton.

Green Infrastructure: The site is of a sufficient size to accommodate necessary wildlife and landscape mitigation areas.

Sensitivities:

Ecology: Within the South Hams SAC Landscape Connectivity Zone. The site has a network of hedgerows and trees and therefore suitable habitat for dormouse and nesting birds. Potential habitat for reptiles and badger, and the site is within a barn owl sighting square. Hedgerows, trees and pasture provide potential foraging and commuting habitat for several bat species including greater horseshoe bats. Dormouse and Great Crested Newt may be present.

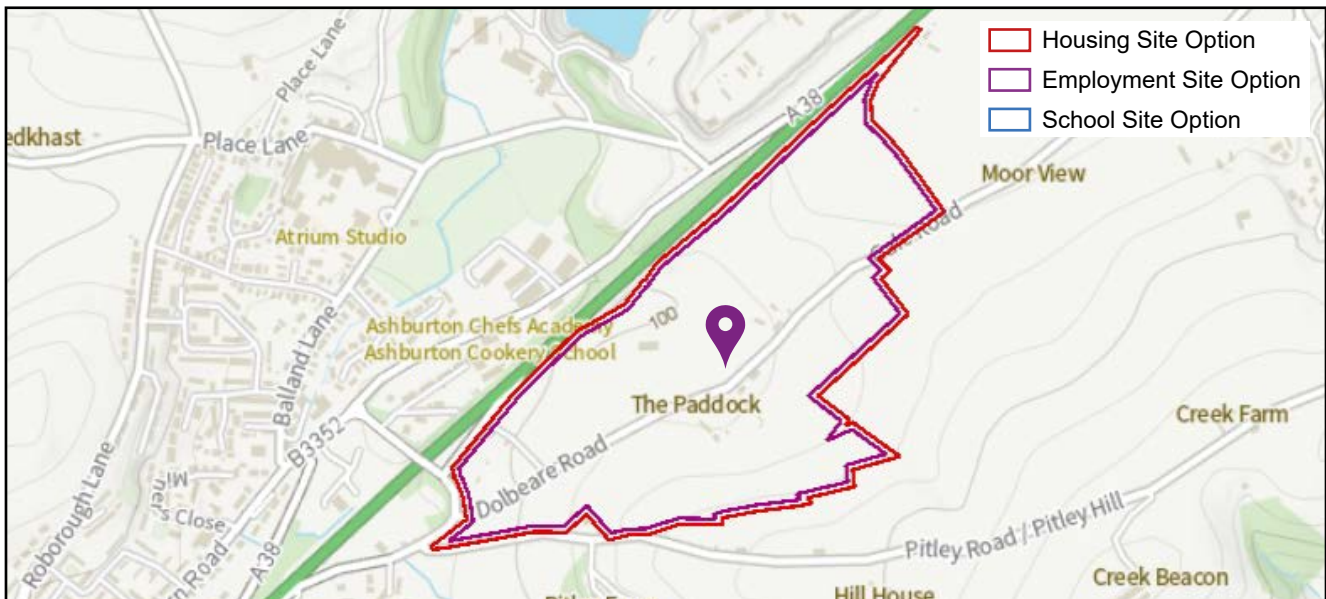
Landscape: The site lies in very close proximity to the boundary of Dartmoor National Park, although the presence of the A38 overrides any influence on the setting of the National Park. Some development would be visible from the A38 and the assimilation of the development into its surroundings through landscaping will be particularly important. Development on the south side of the A38 would be uncharacteristic of the rest of the town which is all to the north of the A38.

Access: Site access junction improvements will be required, as well as improvements to pedestrian and cycle routes to ensure safe linkages from the site to nearby bus stops and the town centre.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping. Creation of wide bat and wildlife corridors adjacent to hedgerows
- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which minimises landscape impact

- Works to improve highway junction safety for all users, including safe foot/cycleway access from the site towards the town



Langdon Business Park, Dawlish

Gently sloping agricultural fields which have secured an outline planning permission.

Site size: Total size 3 hectares, of which 2.3 hectares is developable.

Indicative employment floorspace: 10,000 sq m

Opportunities:

Outline planning permission: The principle of development is established, as part of existing proposed development. Allocating this land would give greater security to this employment land being delivered.

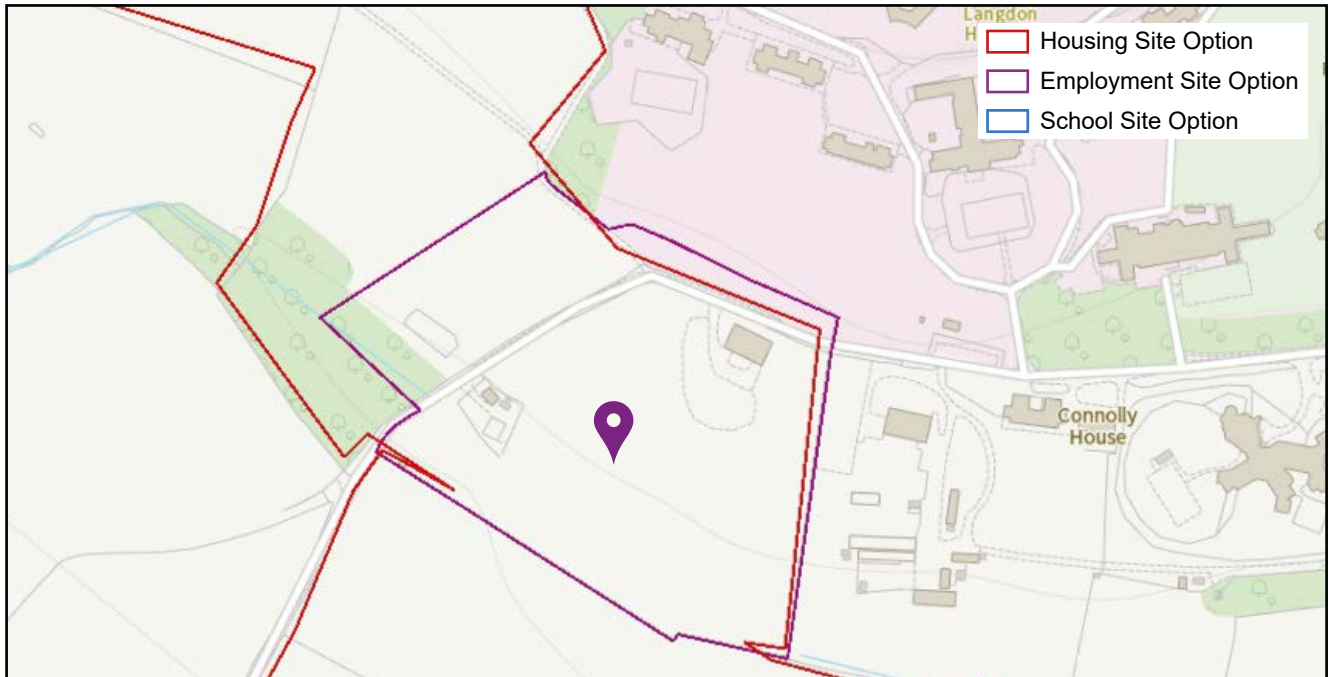
Sensitivities:

Ecology: Within the South Hams SAC Landscape Connectivity Zone. Within Exe Estuary SPA and Dawlish Warren SAC 10km Zone. Port Road County Wildlife Site adjacent, designated for Cirl Bunting, with breeding territory overlapping site. Langdon Copse adjacent. Buffer zone needed for tree roots. Site contains species-rich hedges, stream and mature trees which should be retained. Bats roosts nearby and various species may be present. Dormouse may be present.

Flood Risk: Site is within a Critical Drainage Area

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping. Creation of wide bat and wildlife corridors adjacent to hedgerows. Mitigation for other species including Cirl Bunting
- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which minimises landscape impact
- Improved highway junction safety for all users, including safe foot/cycleway access from the site towards the town



Harcombe Farm, Chudleigh

Fairly level site of grassed field enclosed by hedgerows. Lies adjacent to A38/exit slip road to Chudleigh and is adjacent to the petrol filling station on A38 and Holmans Wood Caravan Site.

Site size: Total size 1.85 hectares, all of which is developable.

Indicative employment floorspace: 5000 - 8000 sq m

Opportunities:

Road access: The site benefits from good access from A38 and lies 2km north of Chudleigh.

Sensitivities:

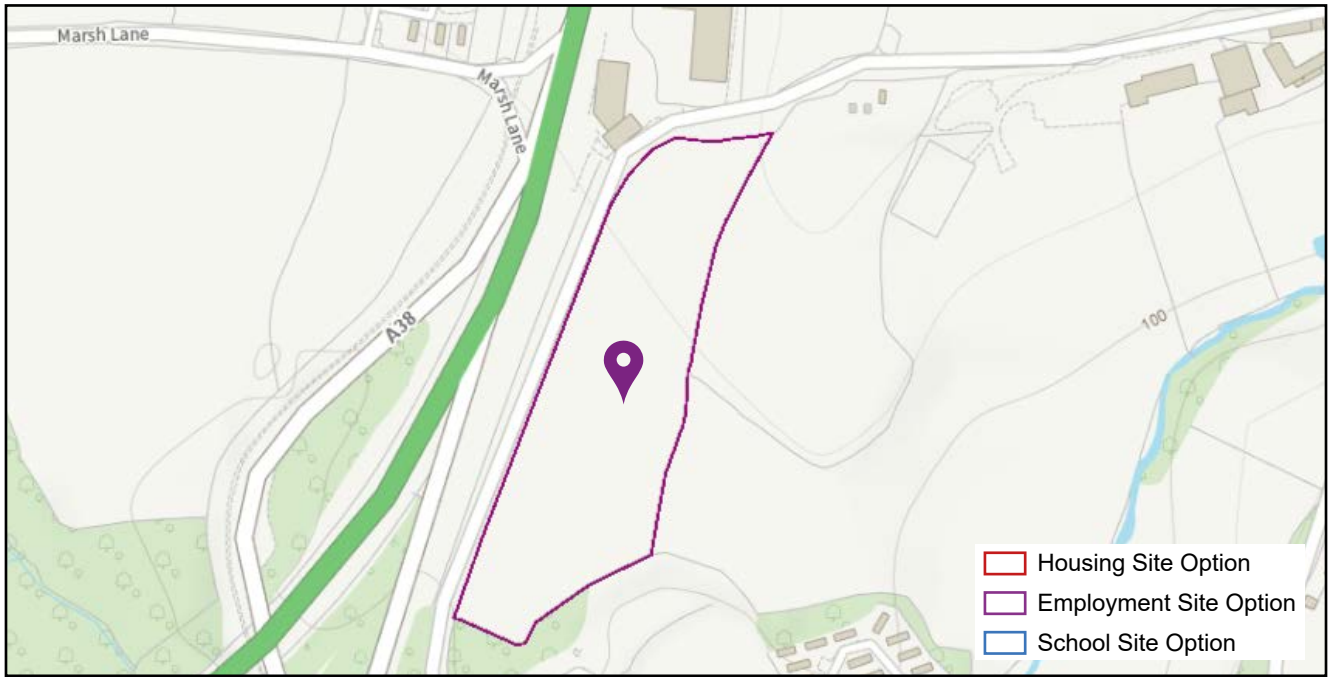
Ecology: Within Sustenance Zone and Landscape Connectivity Zone associated with the South Hams SAC. Proportion of site to be retained as targeted bat mitigation/buffer land. Substantial hedge landscaping and buffers between development and site edges. Existing boundary hedges offer valuable habitat for bats and other species. Other protected species such as non-SAC bats and dormice likely.

Sustainable Transport: The site has limited scope for improved access by bus, cycle or walking. Development of the site may result in the loss of on-street car parking.

Landscape: The land is an easily perceived location where development would erode the nucleated character of Chudleigh.

Site Requirements:

- Provide a network of open access ducting suitable for and including gigabit full-fibre internet connections to each building
- Electric vehicle charging infrastructure
- Retention of hedgerows and trees. Planting of additional landscaping. Creation of wide bat and wildlife corridors adjacent to hedgerows
- Maximise opportunities for renewable energy generation
- Design of buildings and use of materials which minimises landscape impact
- Works to improve highway junction safety for all users
- Replacement car parking



Chapter 10: Gypsy and Traveller Pitch Provision

What do we need to provide?

The Teignbridge Local Plan 2020-2040 has to provide land to accommodate additional gypsy and traveller pitches in the same way that it has to provide land for additional housing and employment development.

The allocation of new sites is consistent with the Government's requirement to make sufficient land available for the gypsy and travelling community and to enable them to continue their traditional and nomadic way of life, while respecting the interests of the settled community.

To help achieve this, Government's aims for traveller sites include a requirement for local authorities to:

- make an assessment of the gypsy and traveller accommodation needs in their area;
- work collaboratively to identify land for sites over a reasonable period of time;
- promote private traveller site provision, whilst recognising that some parts of the community may not be able to provide their own site (provision of affordable gypsy and traveller pitches);
- identify sites in suitable locations that can access education, health, welfare and employment infrastructure; and
- maintain a supply of sites with planning permission to prevent the creation of unauthorised sites.

People who are included within the definition of gypsies and travellers are described as follows:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

How many pitches do we need?

The existing Local Plan allocated a total of 70 pitches for gypsies and travellers for the period 2013-2033. Of these, 48 pitches have been provided. There is therefore a balance of 22 pitches to be provided for which will largely be met either on or off site as part of the delivery of the NA1 allocated site in Newton Abbot.

The need for new Gypsy and Traveller pitches to be provided in Teignbridge continues to remain and the new Local Plan will not only need to plan for an additional 7 years worth of supply, but will also need to take account of any more up to date evidence that identifies additional pitch requirements.

Work has therefore been commissioned to identify the current and future needs of travellers and gypsies, and those of travelling showpeople. This will include an assessment of the number of additional pitches required up to 2040, and will assess whether these are for permanent, transit or stopping sites. It will also identify whether affordable pitches are needed as well as private pitches. This work is not yet complete, but will inform the number and type of pitches that will be allocated in the Proposed Submission version of the Teignbridge Local Plan 2020-2040, which is due to be published for consultation and public comment in July 2022.

Have any site options been identified for consultation?

We have been through an extensive process of identifying potential sites for Gypsy and Traveller pitches. This has involved looking at the following sources of supply:

- Existing authorised sites
- Sites with unimplemented planning permission
- Sites of withdrawn and refused planning applications
- Previous unauthorised sites
- Sites that were submitted through the Housing and Economic Land Availability Assessment for consideration for residential or employment uses but which were assessed as being either not suitable or achievable for either of those uses, and which met certain criteria, such as being relatively accessible to services, having fairly level topography and having a suitable vehicle access

Unfortunately, this process only resulted in a very small number of potential sites being identified as a) suitable, b) achievable, and c) available. We are therefore unable to consult on site options for Gypsy and Traveller pitches at this stage.

Instead, we are issuing a further ‘call for sites’ specifically for Gypsy and Traveller uses as part of this consultation. Please see the details below for further information if you own land which you wish to be considered for this use.

‘Call for Gypsy and Traveller Sites’

Due to the limited amount of sites we have currently identified for Gypsy and Traveller pitches, we are inviting landowners to submit details of their land for consideration for Gypsy and Traveller uses.

What are we looking for?

Ideally, we are looking for sites which meet the following criteria:

- Sites that are within 30 minutes travel by walking, cycling or public transport to education, health, social and employment infrastructure
- Sites with fairly level topography
- Sites not immediately adjacent to a settlement or other sensitive uses where a potential conflict of uses might arise
- Sites with suitable vehicular access
- Sites not liable to flooding
- Minimum size of 0.5ha

How will sites be assessed?

Selecting the right location for new gypsy and traveller sites is vital. Poorly located sites, without easy access to major roads or public transport services, will negatively affect the ability of residents to seek or retain employment, attend school, further education or training, and have access to health services, shops and community facilities. Whilst many Gypsies and Travellers express a preference for a rural site location, which is on the edge of or closely located to a village or town, consideration must be given to the impact on the surrounding undeveloped area and the sustainability of the use of the site. In addition, consideration must be given to the relationship of sites to the surrounding residents, to maximise opportunities for social integration between communities.

Site selection will be informed by the guidance relating to gypsy and traveller sites as contained within the government’s document entitled “Planning Policy for Traveller Sites”, published in August 2015. It will also be informed by the existing and proposed new Local Plan policy relating to gypsy and traveller sites and research undertaken with the Teignbridge Gypsy and Traveller Forum.

Each site submitted identified will be assessed for its potential for use for gypsy and traveller pitches. This will include 4 main stages:

- ensuring the site meets the criteria outlined above;
- identifying any overriding constraints that would make development unachievable;
- sites which have passed stages A and B will be assessed in detail for their suitability and to identify any issues which may require mitigation;
- consultation on possible sites.

Chapter 11 - Low Carbon

Planning for a Net-Zero Future

The Council has identified that transitioning to a net-zero future should sit at the heart of our new Local Plan. As such, steps will be taken through this plan to ensure that future growth and development in the District is managed in a way which promotes energy efficiency, supports the uptake of renewable energy and enables behavioural change to embrace low-carbon living. There are three key ways in which the Local Plan can support this:

- By setting policies which support enhanced energy efficiency and carbon emissions standards in new buildings. Part 1 of the Draft Local Plan proposed a set of policies to do this, ranging from the need for applicants of new-build premises to provide carbon statements demonstrating how their development would be carbon neutral, to requiring electric vehicle charging points and other sustainable travel measures within new developments
- By co-locating the majority of new development with existing job opportunities, services and public transport hubs. This minimises overall car use which can have significant benefits in helping to reduce carbon emissions and improve air quality
- By setting specific policies to support the deployment of additional local renewable and low carbon energy, especially wind and solar power

Under national policy we are required to:

- maximise the potential for sustainable development whilst ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts)
- consider identifying suitable areas for the deployment of local renewable energy generation
- identify opportunities for developments to draw energy from on-site renewable or low carbon energy supplies and consider options to co-locate developments with heat supplies to support district heating networks

To aid provision of policies supporting renewable energy and low carbon development in the updated Local Plan, the Centre for Energy and Environment at the University of Exeter produced a Low Carbon Evidence Base for the District on behalf of the Council. The following chapter provides a summary of the report and in particular, an evaluation of how the development of renewable energy could support the District's future energy needs and net-zero ambition.

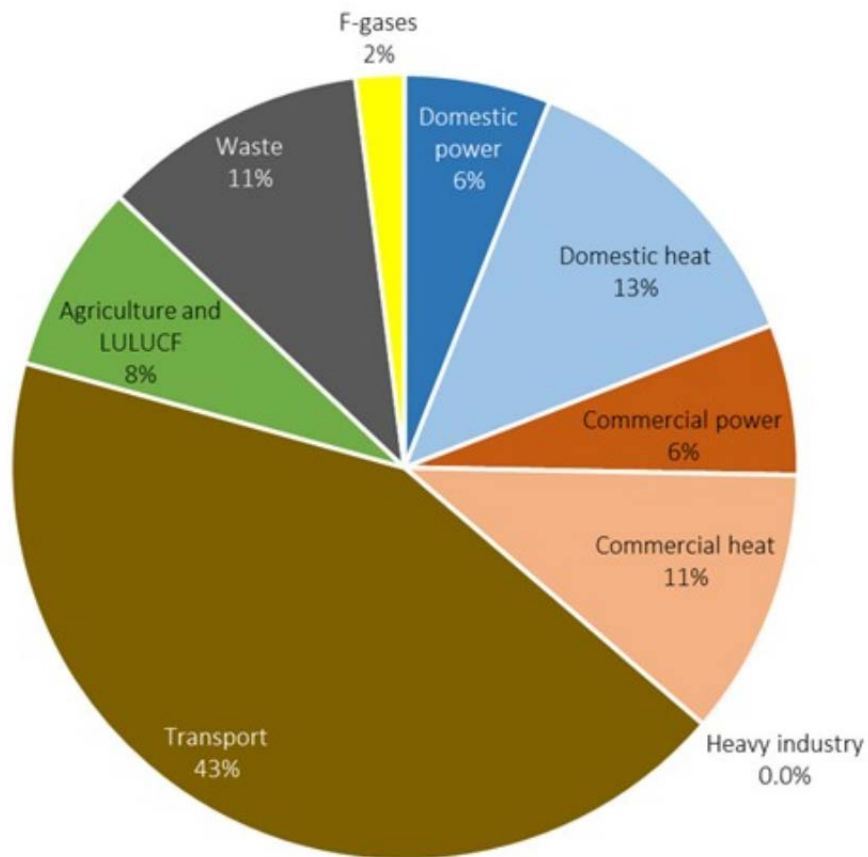
Teignbridge's Existing Carbon Footprint

Transport emissions account for the largest share of the District's carbon footprint at 43% and are the consequence of busy trunk roads (A30 and A38) passing through the district and a tendency for Teignbridge residents to commute outside of the district to Plymouth, Exeter and Torbay

Domestic and commercial heat account for 24% of the District's carbon footprint and are primarily the result of burning fossil fuels within the District to heat homes and businesses.

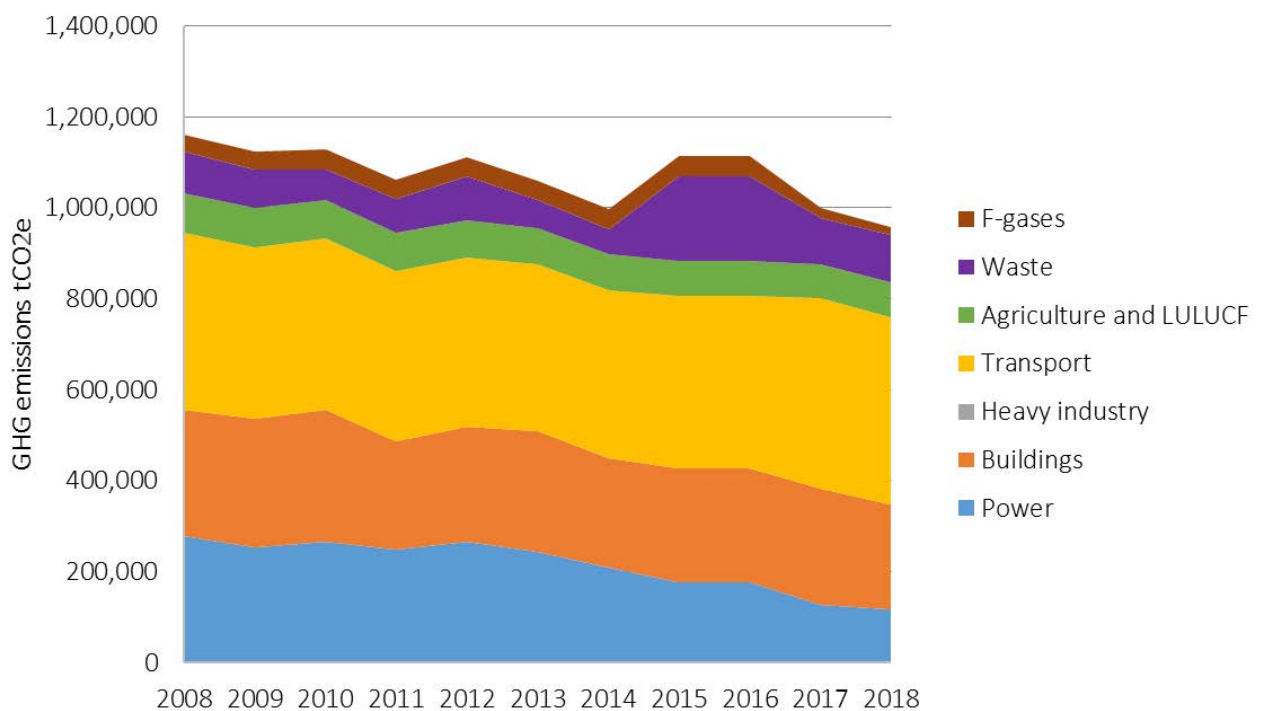
Domestic and commercial power account for 12% of the District's carbon footprint and are the result of importing electricity into the District to power lighting, ancillary heating loads and everyday electrical appliances.

The remainder of the District's carbon footprint broadly consists of waste disposal (11%), agriculture & land use, land-use change and forestry (LULUCF) (8%) and Fluorinated gasses (e.g. refrigerants) (2%).



Trends in emissions

Whilst significant carbon reductions have been seen in the Power sector over the past ten years, emissions from transport and domestic and commercial heating have remained relatively consistent year-on-year. (Note; F-gases stands for Fluorinated gases (used in refrigeration, aerosols, etc); LULUCF stands for Land use, land-use change and forestry).



Net-Zero Energy Demands in Teignbridge

Delivering a net-zero district will broadly involve a transition from fossil fuel heating systems to electric-powered heat pumps, and a transition from petrol and diesel vehicles to electric and low-emissions vehicles.

For the existing building and vehicle stock, a complete shift in energy supply from fossil fuels to electricity is estimated to increase electricity consumption in the district by 87%.

Accounting for future growth in the district's housing and vehicle stock, electricity consumption is estimated to increase by a further 14%.

Combining the existing demand for heating and transport with future growth, electricity consumption is expected to double from 468GWh to 940GWh.

Energy Usage	Electricity Consumption (GWh)	% increase relative to 2019 levels
Existing electricity consumption	468	0%
Switching existing domestic fossil-fueled heat to low-carbon sources	148	32%
Switching existing non-domestic fossil-fueled heat to low-carbon sources	53	11%
Switching existing cars from fossil fuels to battery electric vehicles	133	28%
Switching existing vans from fossil fuels to battery electric vehicles	72	15%
Future housing demand associated with the new local plan	49	10%
Future EV demand associated with above housing growth	18	4%
Totals	940	101%

The Renewable Energy Resource

The Low Carbon Study identified a total renewable energy resource of 953GWh consisting of:

- 217 GWh of **wind** resource distributed following the adjacent constraint map – This energy yield takes into account a density factor of between 50% and 80%, which applies to varying wind turbine sizes to limit landscape impacts, meaning that not all sites shown on the constraint map would be built out.
- 736 GWh of **Solar PV resource** distributed following the adjacent constraint map – This energy yield takes into account a density factor of 25%, meaning that one quarter of the sites shown on the adjacent constraint map would be built out.

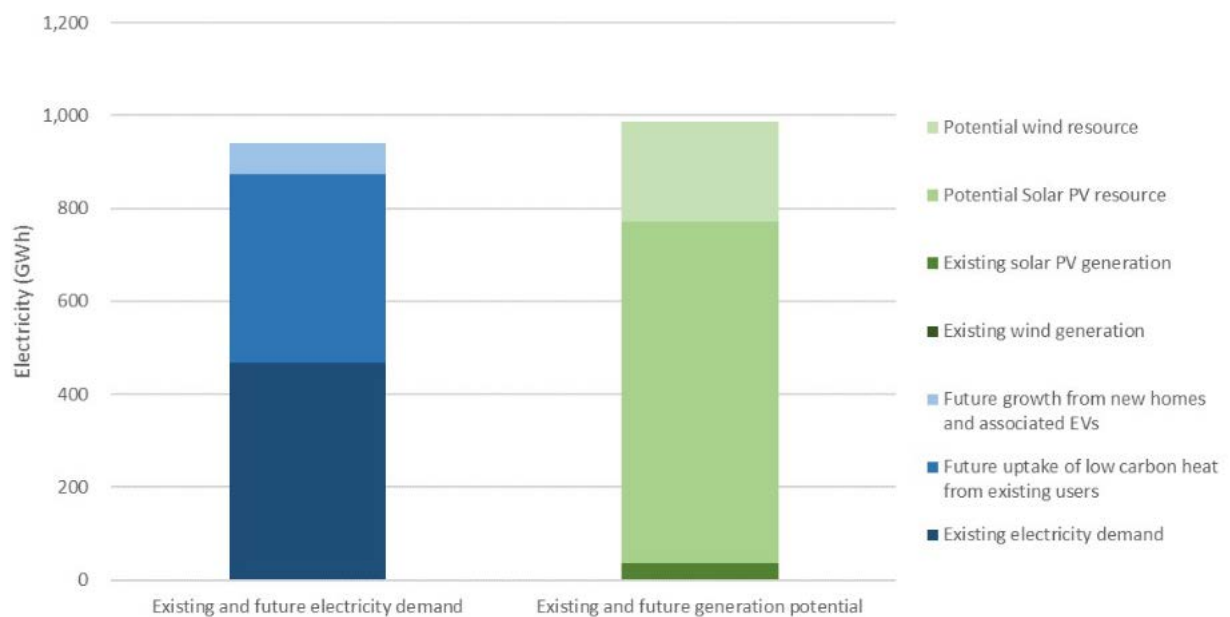
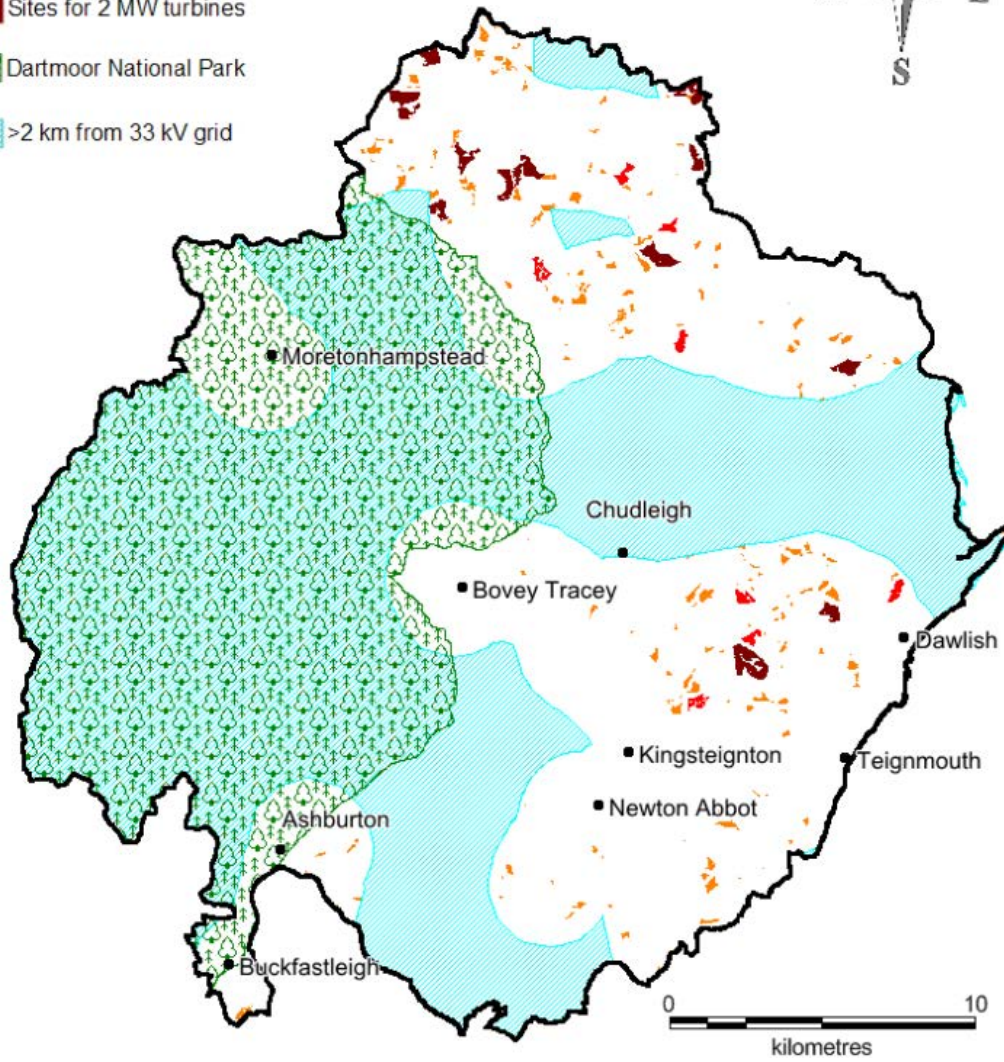
Total Potential Renewable Energy

The total renewable energy resource of 953 GWh exceeds the District's future net energy demand of 940 GWh.

In reality, it is unlikely that all of the full potential resource can be used due to:

- Economies of scale required for financially viable schemes and limitations on subsidy and national policy support;
- The proximity of sites to the transmission and distribution network and the availability of export capacity on these networks;
- The potential impact of wind turbines on radar and communication corridors required by Exeter Airport, the military and Civil communication;
- Cumulative landscape impacts (in highly sensitive areas), environmental impacts and heritage impacts;

- Sites for 500 kW turbines
- Sites for 1 MW turbines
- Sites for 2 MW turbines
- Dartmoor National Park
- >2 km from 33 kV grid



Meeting the future demand for electricity in Teignbridge would require a significant amount of land to be made available for wind and solar PV, as demonstrated in renewable energy constraint maps. As such, the District will need to rely in part on national renewable and low carbon energy provision (for example, offshore wind provided elsewhere) to satisfy its energy needs.

Nevertheless, in line with the Council's ambition to become carbon neutral as soon as possible, this Draft Plan proposes to maximise the amount of low carbon and renewable energy generation in the district.

Next Steps

National planning policy requires suitable areas for the development of wind turbines to be identified in local and neighbourhood plans. Accordingly, the areas identified by the low carbon study as suitable for wind will be assessed on a site-by-site basis and shortlisted for consultation in autumn 2021.

The low carbon study identified several policy proposals supporting the transition to net-zero emissions, including but not limited to: enhanced building performance standards, deployment of on-plot renewable and low-carbon systems, verifying in-use building performance, targets for reducing embodied emissions in new developments and strategies for off-site carbon offsetting. The Authority will review these actions and raise them for consultation in autumn 2021.

Chapter 12 - Secondary School Options for Newton Abbot

Education Capacity in Newton Abbot

Newton Abbot has grown and will continue to grow over the plan period. Whilst the site options proposed in this plan means that there is a range in the potential number of new homes, it is likely to result in sufficient growth that a new secondary school will be required in Newton Abbot over the plan period. Currently demographic modelling estimates that a new secondary school is likely to be required in 7–10 years.

This could either be provided as a standalone secondary school or an all through school (including primary and secondary in a single campus). The education authority currently consider the option of expanding existing secondary schools and/or just developing a post-16 education facility as unlikely to meet demand.

The primary provision required in Newton Abbot would be dependent on the level of development coming forward. It is anticipated that additional primary capacity can be created at existing schools and planned new schools which have been identified in the current adopted Local Plan. However, one additional primary school may be required and should be considered alongside the secondary school in the form of an all-through campus.

A new secondary school site would ideally be a 7–9 ha site which could accommodate an all through school. The following sites have been identified as potential options for a new secondary school campus. This consultation provides the opportunity for issues regarding these sites to be raised and explored further over the coming year.

In all cases, planning obligations will be required (in the form of either S106 or CIL) from all residential developments to help fund education capacity.

The following 6 site options are considered to be all the reasonable alternative options and therefore merit further discussion and investigation:

West of Houghton Barton

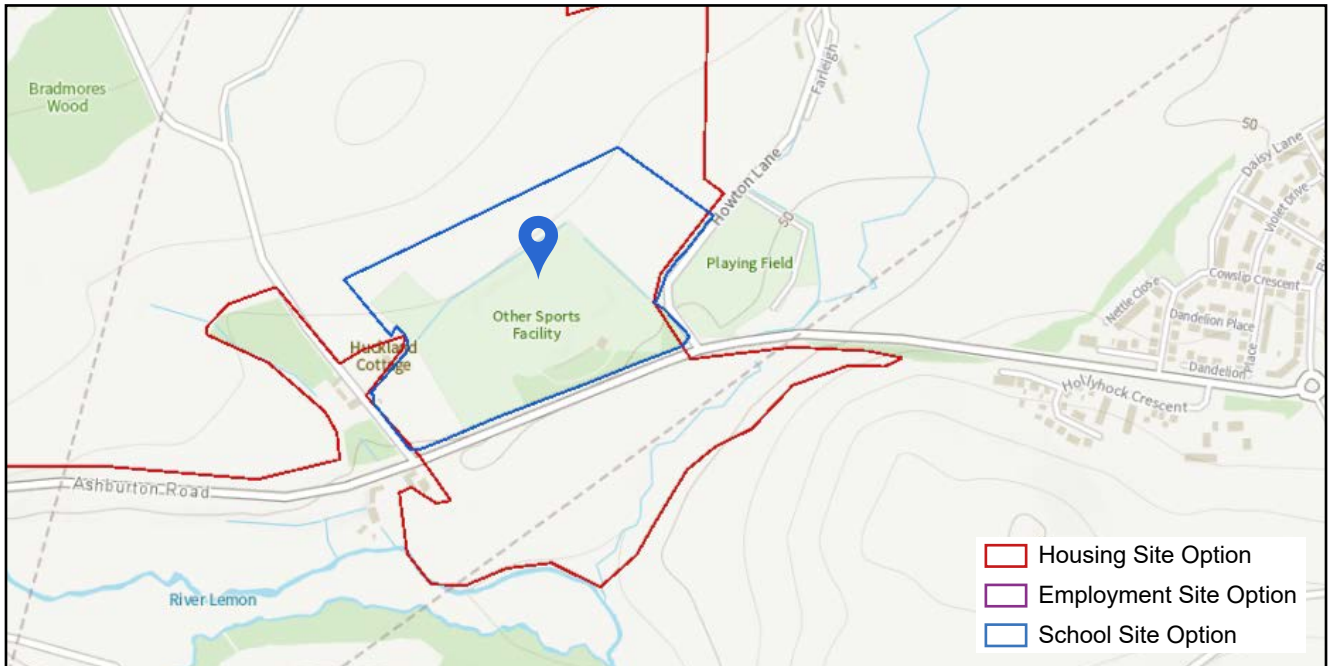
Opportunities

Location: Approximately 9 ha of agricultural land west of the NA1 Houghton Barton allocation. It is close to the proposed community hub and new link road to Forches Cross, and approximately 3.5km from the town centre. Whilst on the far western edge of the town, the site would serve the existing western growth area. The site is gently sloping and likely to be suitable for an education campus, although it may be perceived as being too far out of the town for pupils from some parts of the town.

Sensitivities

Ecology: The site contains trees and hedgerows and is likely to contain protected species and bat habitat.

Green Infrastructure: Existing playing fields within the site would need to be replaced.



Bradley Barton

Opportunities

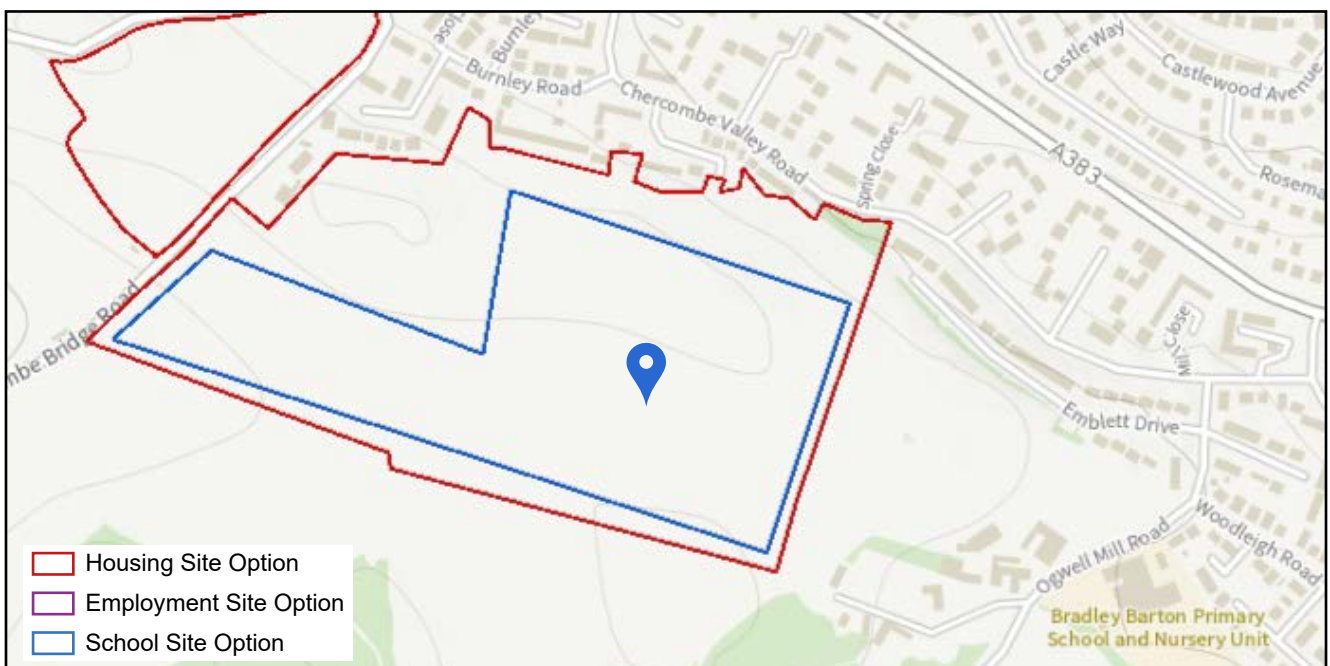
Location: 9ha reasonably close to the town centre by foot/cycle, with opportunities to be linked to existing residential streets to the north and east.

Sensitivities

Ecology: The site contains trees and hedgerows and is likely to contain protected species and bat habitat.

Landform: The site is on a hilltop with some steep sections of land.

Access: The main access into the site is a challenge and would require significant upgrade as well as agreement from 3rd party land owners.



Howton Road

Opportunities

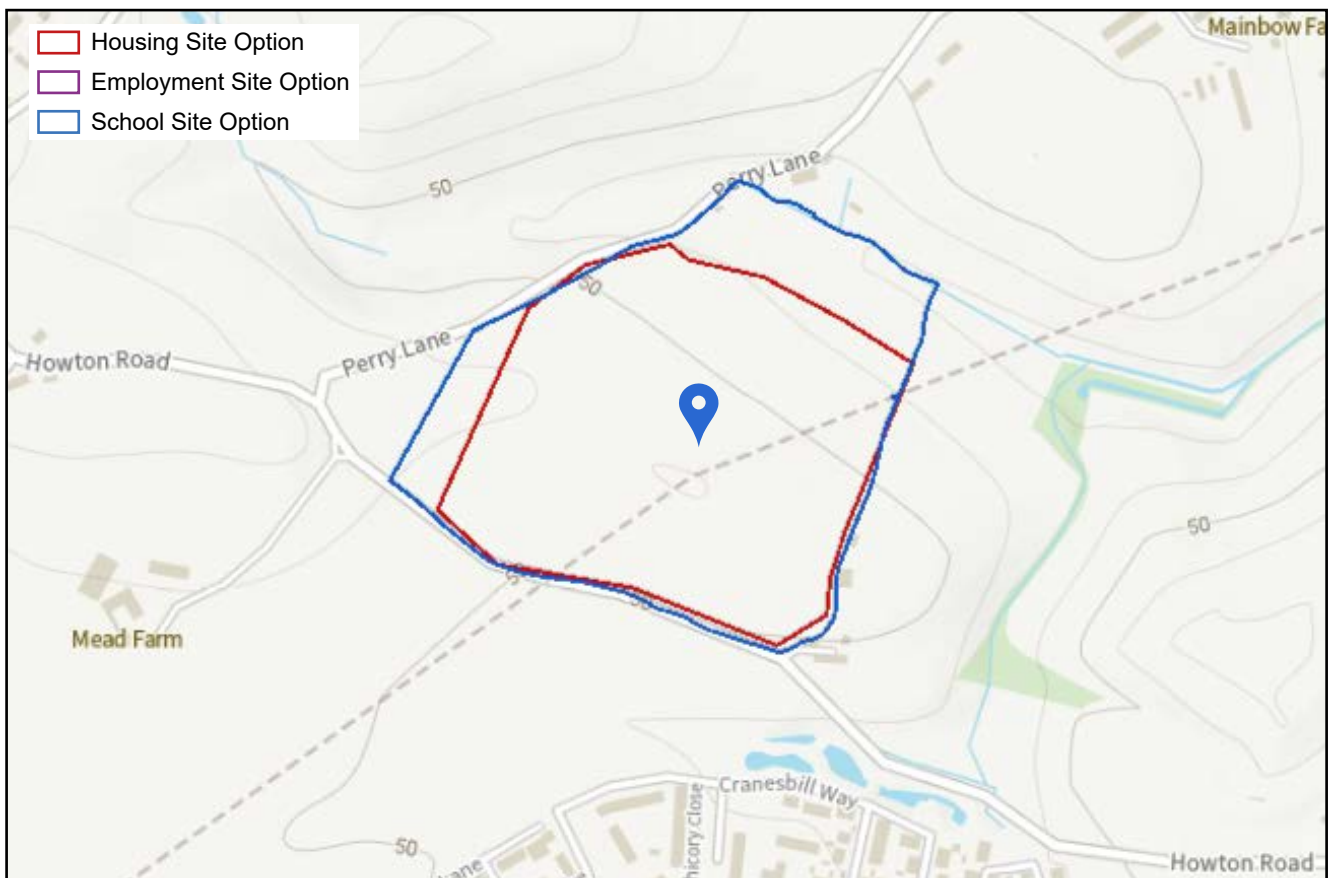
Location: Approximately 7 ha of land well linked to Houghton Barton and Forches Cross growth area, with potential for a low traffic cycle/walking route towards Highweek via Howton Road.

Sensitivities

Ecology: The site contains trees and hedgerows and is likely to contain protected species and bats.

Landform: The site is sloping and has some steeper areas of land.

Utilities Infrastructure: A high pressure gas main runs along the eastern edge. Electricity pylons run through the centre of the site.



West of Kingskerswell Road

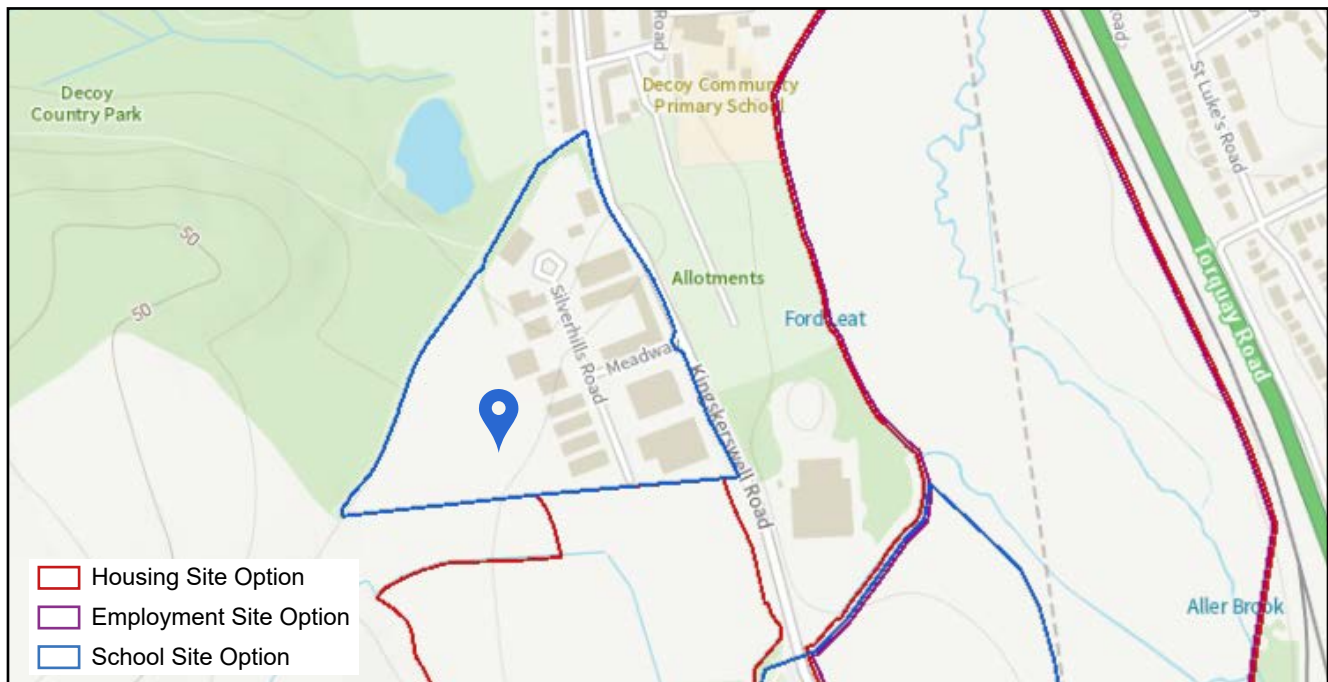
Opportunities

Location: Approximately 7.5 ha of land which includes the Silverhills Employment area and land currently allocated in the NA3 (Wolborough) allocation. The site is well located for pupils in the southern half of Newton Abbot. Includes previously developed land.

Sensitivities

Ecology: The site contains trees and hedgerows and is likely to contain protected species and bats.

Existing uses: The businesses in the existing employment estate would require relocation.



East of Kingskerswell Road

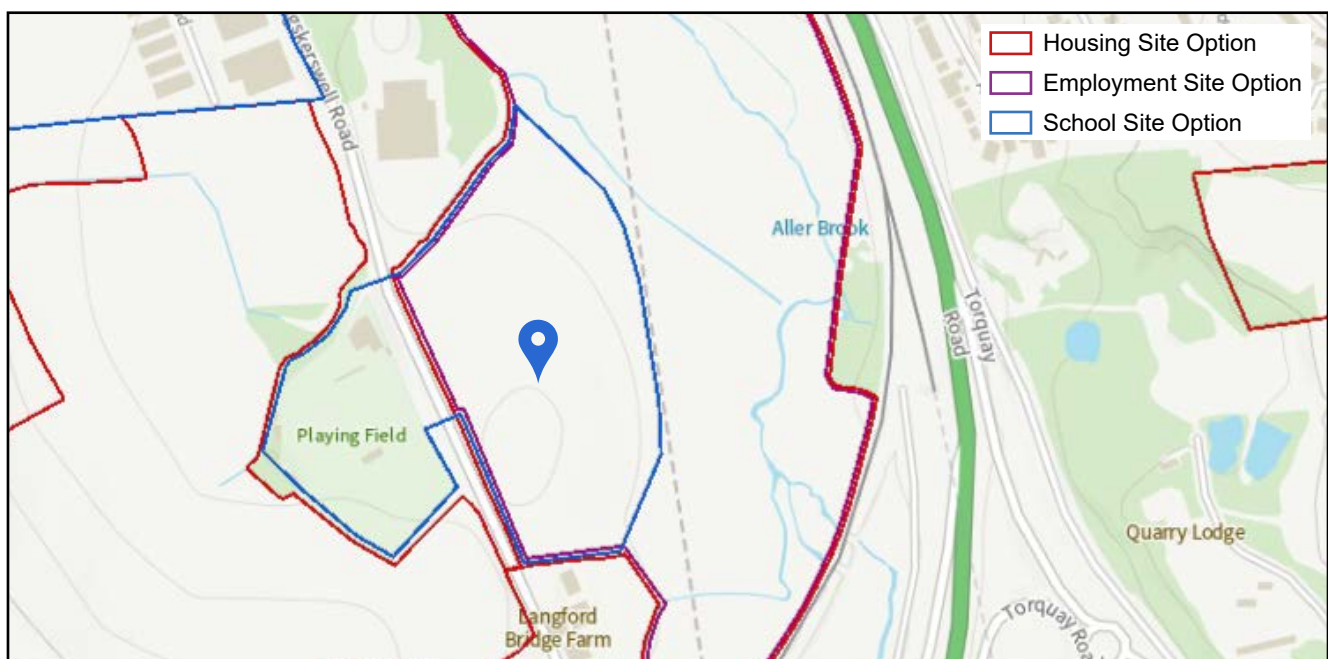
Opportunities

Location: 7–9 ha of land including 2.5 ha of existing pitches operated by Buckland Athletic Football Club (BAFC). The BAFC pitches could be upgraded and retained as shared use, subject to agreement and providing a suitable road crossing was provided. The site is well located for pupils in the southern half of Newton Abbot.

Sensitivities

Ecology: The site contains trees and hedgerows and is likely to contain protected species and bats.

Existing uses: Whilst part of the site is currently in agricultural use, the eastern parcel of land has outline planning permission including for employment uses. The BAFC is an existing community sports facility in regular use.



Newton Abbot Leisure Centre

Opportunities

Location: Estimated 1.6 ha site adjacent to Newton Abbot College. This would provide the opportunity to expand an existing secondary school.

Brownfield Site: The site would be previously developed land.

Sensitivities

Capacity: This site would provide land for expanding an existing school. It is not clear if this would provide sufficient capacity for Newton Abbot's long term secondary education needs.

Existing uses: Availability of site depends on ability to relocate and construct a replacement Leisure Centre.

