



Teignbridge Local Plan 2013-2033

Adopted
6th May 2014



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Introduction

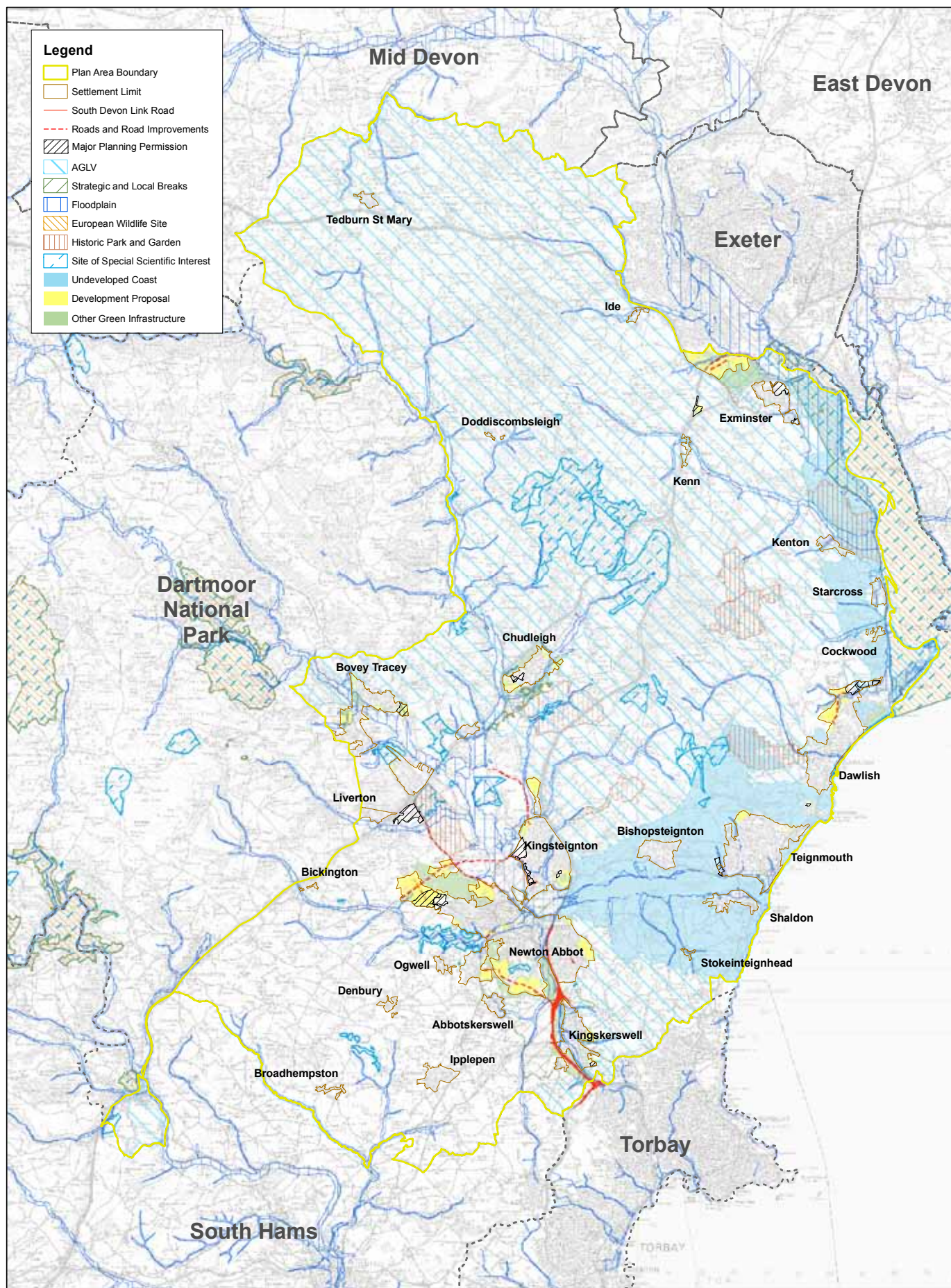
- 1.1 The Teignbridge Local Plan 2013 - 2033 sets out a set of policies, proposals and actions to meet the environmental, social and economic challenges facing the area over the next 20 years.
- 1.2 The Local Plan provides a strategy for the distribution and level of development and supporting infrastructure, a set of proposals to meet that strategy, policies to deal with planning applications and proposals for monitoring the success of the plan.
- 1.3 The Local Plan covers that part of Teignbridge District which is outside the Dartmoor National Park.
- 1.4 The formal stages, which have been supplemented by detailed local discussions were as follows:

June 2010	Issues and Options consultation
January 2012	Preferred Options consultation
November 2012	Proposed Submission document for formal representations
June 2013	Submission to Secretary of State
September 2013	Examination by independent Inspector
6th May 2014	Adoption by Council

- 1.5 We have used local evidence, community involvement, professional judgement and liaison with businesses and development interests to prepare a balanced approach to change. The plan has been changed to reflect responses to the consultations during the Local Plan process and updates to the technical evidence base, with further modifications made in accordance with the recommendations of the Local Plan Inspector.

Teignbridge is defined by:

- 22 miles of coast including the Teign and Exe river estuaries
- 260 square miles of which 162 square miles is within the plan area (outside Dartmoor National Park)
- A range of market towns, coastal resorts, villages and attractive countryside
- A population of 124,220 living in 57,720 dwellings (ONS 2011)
- 30% of the population are aged 60 and over
- 17% of households are single pensioner
- 71 jobs for every 100 working age resident and as a result high levels of out commuting
- High house prices compared with the local wage levels and only about 9% of dwellings are forms of affordable homes
- Significant transport routes including the main line railway with 5 stations, the M5, A38 and A380
- Nationally and internationally protected flora and fauna and important mineral deposits
- Some areas of Newton Abbot and Teignmouth with multiple deprivation



**Teignbridge Local Plan 2013-33
Key Diagram of District**



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1.6 The Council's overarching objectives are set out in the 'Council Plan' and are:

Economic Prosperity - Teignbridge needs a strong economy. By supporting businesses and attracting new investment into the district, we can help provide more and better quality, better paid, jobs. We also want to increase the level of skills and training in our local workforce, which will give an added boost to businesses, and give people a chance to achieve promotion and increase their wages.

Quality Environment - We benefit from being in a beautiful part of the country, and we will be protecting and managing this really important asset for future generations. We will reduce our carbon footprint by reducing our waste, being more energy efficient and making better transport choices.

Wellbeing - We want to develop stronger, safer and healthier communities, where people feel secure. A healthy lifestyle and decent, safe, living conditions make a big difference to wellbeing. We will work to provide more, better quality, affordable homes and, through partnership with others, offer a range of healthier lifestyle choices to keep people well. We will support and empower our communities to become strong and independent, and become places where people feel valued and can take part in all the decisions that affect their lives.

1.7 We have built the Local Plan up from these priorities, and the following key issues are designed to ensure that communities are better as a result of implementing the plan:

- Reducing out-commuting and providing significantly greater local job opportunities
- Provision of infrastructure meeting the needs of providers and communities
- Promoting town centre enhancements
- Supporting more sustainable transport modes and other measures to reduce carbon emissions
- Meeting the need for housing including a significant proportion of the affordable housing requirements
- Protecting and enhancing biodiversity and heritage assets including international wildlife sites
- Improvements to air quality
- Involvement of local communities in decision making



- Helping to reduce housing, employment, income and other forms of deprivation, particularly in the areas of multiple deprivation within Newton Abbot and Teignmouth
- Considering the needs of people as they reach different stages of their lives; young, working age and retired, taking account of likely demographic changes

1.8 National policy emphasises the key importance of Sustainable Development – development which meets social, environmental and economic needs without preventing future generations meeting their own. National policy, set out in the National Planning Policy Framework, seeks to achieve sustainable development by ensuring that the planning system balances the economic, social and environmental dimensions of spatial planning. Key objectives of the National Planning Policy Framework include:

- Helping support job creation and sustainable travel in towns and villages
- Supporting growth, including housing development, in appropriate locations
- Promoting good quality urban design to create better places to live
- Protecting the environment and resources including biodiversity, minerals, and the natural and historic environment
- Minimising and managing climate change

1.9 The mechanisms set out in the National Planning Policy Framework to achieve these objectives include local authorities:

- Having a presumption in favour of sustainable development, planning positively to meet the objectively assessed development needs of the area
- Being proactive in driving sustainable growth, to improve places, and supporting transition to a low carbon economy
- Ensuring a 5 year supply of deliverable housing sites, plus 20% for past underperformance
- Allocating suitable sites for development of a lesser environmental value
- Considering the cumulative impact of policies on development viability and deliverability
- Working with stakeholders including neighbouring authorities and local people

Relationship with other local plans and duty to cooperate

1.10 This plan supersedes the formerly saved policies of the Teignbridge Local Plan 1989-2001, which was adopted in 1996. This plan does not include policies and proposals for the sustainable use of minerals or the management of waste. These will be included in separate minerals and waste local plans that will be prepared by Devon County Council as the responsible minerals and waste local planning authority. However, there is a requirement for minerals and waste policies and proposals to be shown on the Policies Map for the Local Plan. Devon County Council is also responsible for preparing the Devon Local Transport Plan and an Education Infrastructure Plan that covers the Teignbridge planning area.

1.11 Planning policies for the development and use of land within the Dartmoor National Park part of Teignbridge District are included in the Core Strategy and Development Management Development Plan Document prepared by the Dartmoor National Park Authority.

- 1.12** The UK Marine Policy Statement (2011) draws attention to new systems for marine planning that are being introduced through primary legislation. This includes the preparation of Marine Plans by the Marine Management Organisation (MMO). A Marine Plan will be prepared for the South Inshore Marine Plan area from Dover to the River Dart that will include the coastline and estuaries within Teignbridge District. The Marine Plan will span the area from the Mean High Water Springs to the 12 nautical mile limit and as such will overlap with the terrestrial planning boundary for this local plan, which includes down to the foreshore to the Mean Low Water Springs (and beyond within the Estuaries).
- 1.13** The relationship of Neighbourhood Plans and this Local Plan is described later in chapter 2.
- 1.14** The local planning authority is a statutory consultee involved in the preparation of the emerging minerals and waste local plans, local plans for neighbouring local planning areas, and the forthcoming preparation of the Marine Plan for the South inshore coastline area. Significant joint working with neighbouring local planning authorities has also taken place in the preparation of evidence that is used to support the local plan, including the Strategic Housing Market Assessment, Strategic Housing Land Availability Assessment and technical studies. In accordance with the duty to cooperate that has followed the revocation of Regional Spatial Strategies the local planning authority has endeavoured to understand cross border issues arising with neighbouring local planning areas. The local plan proposes significant growth south west of Exeter in recognition of the regional economic importance of the city and sustainability benefits of this location. This work has also included partnership working with Devon County Council on infrastructure delivery planning.
- 1.15** The designation of the area as a Growth Point recognises the need and potential for transformational change and development which this plan seeks to achieve. Taking account of the nature of the district and the key issues, our view of how sustainable development will be achieved is set out in the vision and strategy below.
- 1.16** The sustainable development of Teignbridge will bring positive benefits to local communities, improving their self sufficiency and resilience and enhancing economic prosperity, individual wellbeing and a quality environment as follows;

Economic Prosperity

- a) Successful, growing local businesses providing a good range of jobs
- b) Vital, viable and attractive town centres
- c) All year round quality tourism
- d) Sustainable transport

Personal Wellbeing

- a) Meeting the need for affordable homes and aspirations for home ownership
- b) Improving infrastructure, facilities and services
- c) Resilience to climate change and energy shortages
- d) Increasing safety and reducing crime
- e) Clean air and water
- f) Specific consideration of young people and the elderly



Quality Environment

- a) Excellent design
- b) Increasing self-sufficiency
- c) Reducing waste and carbon emissions
- d) Protecting key natural and heritage assets

1.17 In order to move towards achieving this vision, development will be managed to:

- Increase the self-sufficiency of the district as a whole and the settlements within it;
- Guide development to the most sustainable locations, improving the balance of housing, employment, facilities and other uses within towns, villages, neighbourhoods and rural areas;
- Reduce the need to travel by car, increasing the potential for public transport, cycling and walking;
- Reduce carbon emissions per person;
- Promote social wellbeing and reduce inequalities by enhancing access for all to employment, services and housing;
- Provide enough jobs in Teignbridge for the working age population;
- Meet the identified need and demand for homes;
- Focus the majority of housing, employment and other development at the Heart of Teignbridge (the settlements of Kingskerswell, Kingsteignton and Newton Abbot);
- Provide for development at the towns of Bovey Tracey, Chudleigh, Dawlish and Teignmouth, reflecting their individual needs, locally generated visions and sustainability requirements;
- Create an urban extension to the South West of Exeter; and
- Support small scale development in the villages to meet their local needs for affordable housing, employment and community facilities and permit limited development in the open countryside providing for an attractive, accessible and biodiverse landscape and a resilient economy.

1.18 The Council will monitor the Plan to ensure its delivery and to inform the agreed five yearly review of the Plan. It will also monitor the effect on the natural environment, including the mitigation measures for recreational disturbance and, where appropriate, additional mitigation for other European sites. Monitoring will be reported through the Authority's Monitoring Reports on a regular basis with the release of information when available.

Strategy

Policies

S1A Presumption in favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants to find solutions that allow proposals to be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- b) specific policies in that Framework indicate that development should be restricted.**

- 2.1** The National Planning Policy Framework describes the presumption in favour of sustainable development as the golden thread running through plan making and decision taking. This aspect of national policy should therefore be codified clearly in the Local Plan, and the model wording suggested by the Planning Inspectorate has therefore been incorporated. This also sets out the Planning Authority's commitment to positively consider proposals which bring forward social, economic and environmental improvements.

S1 Sustainable Development Criteria

Subject to other Development Plan policies which may determine the suitability of the location for the proposed development and provide more specific or overriding requirements in a particular case, proposals will be required to perform well against the following criteria, taking account of the social, economic and environmental benefits of the proposal, its scale and magnitude of impact, the status of any legally protected features affected and any associated mitigation:

- a) accessibility by walking, cycling and public transport for main travel purposes, particularly work, shopping, leisure and education;**

- b) road safety and congestion;**
- c) access to necessary services, facilities and infrastructure taking account of plans to provide infrastructure;**
- d) health, safety and environmental effects of noise, smell, dust, light, vibration, fumes or other forms of pollution or nuisance arising from the proposed development, including from associated traffic;**
- e) impact on the residential amenity of existing and committed dwellings, particularly privacy, security, outlook and natural light;**
- f) impact from existing or committed developments on the health, safety or amenity of occupants or users of the proposed development;**
- g) maintenance or enhancement of the character, appearance and historic interest of affected landscapes, seascapes, settlements, street scenes, buildings, open spaces, trees and other environmental assets;**
- h) impact on biodiversity and geodiversity;**
- i) if possible, construction and demolition materials are re-used on the site; and**
- j) the impact on mineral extraction and agricultural production.**

- 2.2** In order to ensure that development promotes the environmental, social and economic requirements of sustainable development, this policy includes a range of issues to be considered for all planning applications. The criteria are broad ones, in order to ensure that they are widely applicable. Any decision will be one which balances the various issues set out. The criteria generally avoid repetition of other policies (such as those relating to design) since the policies of the plan need to be read as a whole.
- 2.3** There are likely to be other policies relevant to an application, and these may override or provide more detailed guidance for a particular application. They may also rule out the principle of that particular use in that particular location. This general set of criteria is to be read in that context.
- 2.4** A number of the criteria may require evidence to be submitted with a planning application for a decision to be made. Applicants are advised to contact the planning authority for advice on this.

S2 Quality Development

New development will be of high quality design, which will support the creation of attractive, vibrant places. Designs will be specific to the place, based on a clear process which analyses and responds to the characteristics of the site, its wider context and the surrounding area, creating a place with a distinctive character and taking account of the following objectives:

- a) integrating with and, where possible, enhancing the character of the adjoining built and natural environment, particularly affected heritage assets;**
- b) making the most effective use of the site;**
- c) create clearly distinguishable, well defined and designed public and private**

spaces which are attractive, accessible and safe and provide a stimulating environment;

- d) allow for permeability and ease of movement within the site and with adjacent areas, placing the needs of pedestrians, cyclists and public transport above those of the motorist, depending on the nature and function of the uses proposed;
- e) create a place which is easy to find your way around with streets defined by a well structured building layout;
- f) the building layout takes priority over parking and roads, so highway requirements do not dominate the site's appearance and function;
- g) the buildings exhibit design quality using materials appropriate to the area, locally sourced if feasible;
- h) create inclusive layouts which promote health, well-being, community cohesion and public safety;
- i) provision of an appropriate range of dwelling types taking account of demographic changes;
- j) incorporate public art where this can contribute to design objectives;
- k) respect the distinctive character of the local landscape, seascape, protecting and incorporating key environmental assets of the area, including topography, landmarks, views, trees, hedgerows, wildlife habitats, heritage assets and skylines;
- l) ensure that the development is usable by different age groups and people with disabilities; and
- m) location and scale of Sustainable Urban Drainage Systems.

- 2.5** The design of new development is very important and this policy promotes the key objectives of design. Further details will be provided through more detailed guidance. Applicants, particularly for major residential schemes, are advised to refer to the Design Council's 'Building for Life' national standard as the Council will expect proposals to score well against this measure, and the relevant criteria that are included in this policy. This plan also contains more specific policies for specific aspects of design such as trees, wildlife and heritage to consider. The aim is to create new places which future generations will treasure.

S3 Land for Business, General Industry and Storage and Distribution

The Council will promote an improved balance of jobs to working population by positively supporting business, general industrial and storage and distribution development (Use Classes B1, B2 and B8) in sustainable locations to create about 300 jobs per year in these sectors. The Local Plan will:

- a) allocate sufficient land for the development of about 3 hectares of business, industrial and warehousing sites per year;
- b) promote a range of scales and types of economic development land; and
- c) ensure a deliverable supply of 15 hectares of land for business, industrial and warehousing uses at any one time.

The approximate distribution of employment development between the towns over the period of the plan should be:

- d) Heart of Teignbridge (Kingskerswell, Kingsteignton, Newton Abbot) 60%+**
- e) South West Exeter 5%+**
- f) Dawlish 3%+**
- g) Bovey Tracey 3%+**
- h) Chudleigh 3%+**

The Council will support proposals for business, industry and warehousing development that support the objectives set out above and are in accordance with other relevant policies in this plan. The Council will monitor and seek to proactively bring forward employment land and buildings to achieve the strategic objectives of the Local Plan.

- 2.6** There are currently too few jobs in Teignbridge to meet the needs of the working age population. There were estimated to be 63,100 people economically active and a further 6,500 looking for a job in 2010. However, there were only about 50,600 jobs within the district (taking the average figures between 2006 – 2010). Therefore there is a need for an additional 19,000 jobs to meet this existing shortage. An outcome of this is the level of out-commuting by Teignbridge residents, which has significant implications for carbon emissions and traffic congestion, as well as being an expensive activity for the commuters themselves. A key element of the strategy is to reduce this jobs gap. The economically active working age population may also increase over the plan period and this should also be considered by the Local Plan. The strategy will provide greater local choice for job seekers, promote economic prosperity and act to reduce the levels of commuting. This is a recalculation of the needs assessed within the Employment Land Review 2010, taking account of more recent data, and which suggested a very similar need for jobs growth.
- 2.7** The Employment Land Review estimates that about 70% of jobs will be in sectors of the economy such as retail, leisure and tourism or through existing firms taking on staff, working from home and re-use or intensification of existing buildings. Policies in this plan provide appropriate support for these other forms of job creation. A target of about 300 jobs per year is therefore set for the more traditional business, general industrial and storage and distribution 'employment' land (technically within Use Classes B1, B2 and B8). Note that



references to these and other use classes in this Local Plan are based on the current Use Classes Order. Should there be alterations to the order, then the equivalent definitions in the new order should be used. We estimate that each hectare of such land will provide an average of just over 100 jobs, based on an average 1 job per 35 square metres floorspace, (HCA estimate for general industry, 2010) and 4000 square metres of floorspace per hectare of developed employment land (Employment Land Review estimate). We therefore have set a target of 3 hectares completed per year over the plan period.

- 2.8** The allocations within the plan amount to 75.7 hectares. These allocations incorporate two existing planning permissions, to support the better planning of these areas. The other key committed site is at Ilford Park, which includes 4.5 hectares of employment uses. A total of 80.2 hectares of employment land is available for development during the plan period, giving a significant level of flexibility in provision.
- 2.9** It is also important that the local land market has the ability to respond quickly and flexibly to the needs of businesses. Therefore an available '5 year supply' of employment land is also proposed in the policy. Knowing that employment land is more difficult to bring forward than many other forms of development, the Council aims to actively intervene in the local economy and has prepared an Economic Development Delivery Plan setting out the promotional and other measures it will undertake. Investment in bringing employment land forward forms a part of the Infrastructure Delivery Plan.
- 2.10** The policy sets out a distribution, indicating the minimum targets for each settlement. For this reason the targets do not add to 100%. This distribution is based on a variety of factors:
- a) the Employment Land Review assessed market demand, and found that the majority was to be found in the Newton Abbot/Heart of Teignbridge area;
 - b) the need to rebalance local economies suggests that a spread of employment across the district is needed to meet existing and future workforce;
 - c) local work through community planning processes has guided the specific proposals in each settlement, many communities expressing a need for expansion in local jobs; and
 - d) infrastructure and environmental constraints, particularly the traffic implications of employment allocations
- 2.11** The plan makes no specific proposals for employment development in the villages and countryside, but recognises that the more rural areas have the potential to create jobs too. Instead, the plan's policies set out the need for flexible consideration of job creating proposals in the villages and countryside. Rural communities may wish to come forward with their own proposals through the Neighbourhood Planning process and the Council will, subject to resources, support them in this approach. The distribution figures in the policy above therefore do not set a target for rural provision, as proposals will come forward and be considered on their own merits.

S4 Land for New Homes

Sufficient land will be made available to increase the rate of new house building to 640 dwellings per year by 2016 and to maintain this rate thereafter to 2033 (an

average of 620 per year over the plan period). A proportion of these dwellings will be affordable housing in accordance with WE2. During this period, the approximate distribution of dwellings between towns including allocations and commitments should be:

- a) Heart of Teignbridge (Kingskerswell, Kingsteignton, Newton Abbot) about 50%
- b) South West Exeter about 15%
- c) Dawlish about 10%
- d) Teignmouth about 5%
- e) Bovey Tracey about 5%
- f) Chudleigh about 5%

The Council will monitor the housing market and will seek to proactively ensure that this level of provision is brought forward.

2.12 National planning policy requires that Local Plans meet their objectively assessed development needs, and in the case of housing this should be forecast through a Strategic Housing Market Assessment. The Council prepared its assessment in 2007, and updated it in 2010. Both of these forecast a housing need of 740 per year, indicating a need over 20 years of 14,800 dwellings. Given the significant changes in the housing market since the earlier assessments, the Council had the assessment updated in 2012. A need of 620 dwellings per year was identified in the assessment, which amounts to 12,400 over the 20 years of the plan period. The evidence used to prepare the South West Regional Spatial Strategy, which was never adopted, has been suggested to be potentially material. However, the key evidence used was the 2004 based ONS household projections, which were based on data from the period 1999 – 2004. These projections are now significantly out of date, and therefore the up to date assessment carried out for the Council is a more appropriate evidence base for the Local Plan. The Local Plan will be reviewed on a 5 yearly basis.

2.13 Delivery in the first half of the plan period will include existing commitments (dwellings under construction, with planning permission or with a resolution to approve subject to a s106 obligation). At 1st April 2013 there were commitments for 4293 dwellings, including 667 under construction and 3626 not started. These figures exclude any commitments on sites allocated in this Local Plan to avoid double counting. Between 1 April and 10 May 2013 a further 44 dwellings were granted planning permission. The plan allocates sites with capacity for a further 9,068 dwellings. The total provision of 12,429 dwellings is therefore sufficient to meet the overall need of 12,400 dwellings over the plan period.



2.14 It is a national policy requirement that the Local Plan identifies a supply of specific deliverable sites sufficient to provide five years worth of housing against the housing requirements, including an additional buffer of 20% to provide a realistic prospect of achieving the planned supply and to ensure choice in the market for land. Further sites should then be available for years 6-10 and 11-15. The table below indicates when it is realistic for the commitments and allocations to commence and then bring forward dwellings through the plan period. To meet the 620 per year need, the dwelling requirement covering the five years 2013 – 2018 is 3720 (including the 20% buffer). The table confirms that there are sufficient deliverable sites to meet the five year requirement. This information will be updated annually and published in the Council's monitoring reports. The table is purely an assessment of when the Council considers sites are deliverable; it is not a phasing policy and is not designed to delay the commencement of sites which seek to develop in advance of the year indicated.

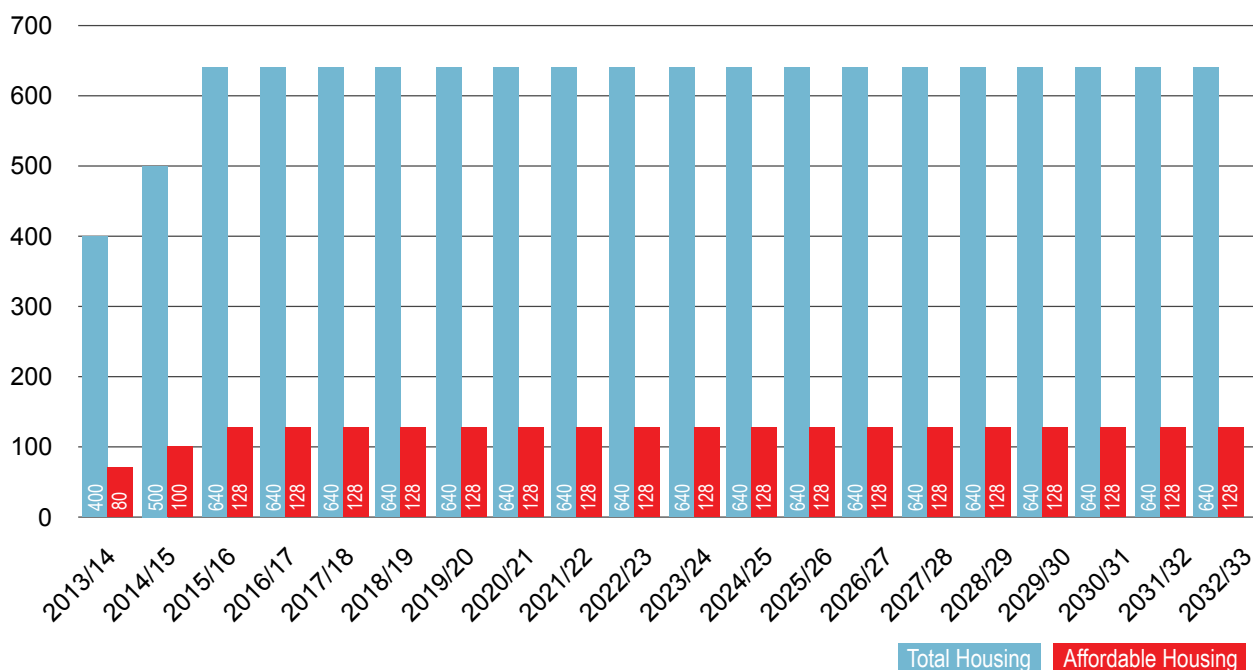
Teignbridge Housing Trajectory Submission Local Plan	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19 to 2022/23	2023/24 to 2027/28	2028/29 to 2032/33	Total 2012 to 2033
PERMITTED SITES Land Monitor 01.04.13									
BCT Ltd, Heathfield			12	50	30				92
Cardew Pot'ry Bovey Tracey	25	25	25	8					83
Charles Road, Kingskerswell	12	25	25						62
Daracombe Park, Highweek	12	25	15						52
E Secmaton Lane, Dawlish	25	25	25	50	50	74			249
East Street former hospital	12	25	25	50	44				156
Forde Park / Keyberry Park			12	14					26
Ilford Park, Stover			12	11					23
Knoll, Teignmouth				21					21
Milbury Farm, Exminster	50	50	50	100	49				299
Mile End, Ashburton Road	50	50	50	100	7				257
Moor Park, Cheriton Bishop			12	5					17
Newcross, Kingsteignton			12	75	100	399			586
New Road, Teignmouth	12	25	25	50	23				135
Ogwell Brook, (next phases)	25	25	20						70
Parade, Chudleigh			12	35					47
Rackerhayes Kingsteignton					25	115			140
Secmaton Rise, Dawlish	25	25	25	13					88
Sentry's Farm, Exminster			12	50	3				65

Teignbridge Housing Trajectory Submission Local Plan	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19 to 2022/23	2023/24 to 2027/28	2028/29 to 2032/33	Total 2012 to 2033
Treston H'se, E Cliff, Dawlish		12	10						22
Vicarage Hill, Kingsteignton			12	43					55
Small developments (<15 dwell) 346 applications	155	155	154	154	154				772
Add'l Permitted Sites 01.04.13 to 10.05.13									
Rivendell, Chudleigh (COU)			27						27
Small developments (<15 dwell) 14 applications		17							17
Subtotal - permissions excl allocations	403	484	572	829	485	588	0	0	3,361
Allocations									
NA1 Houghton Barton			12	75	125	750	750	88	1,800
NA2 Whitehill						312	138	0	450
NA3 Wolborough				25	75	625	700	75	1,500
NA3a Beverly Way				10	10	0	0	0	20
* NA5 Buckland		12	25	25	38	33	0	0	133
NA6 Bradley Barton			25	30	15	0	0	0	70
NA9 Markets Area				25	50	45	0	0	70
NA10 Bradley Lane						170	0	0	170
KS3 Abbroom						120	0	0	120
* KS6 Penns Mount			12	50	50	180	0	0	300
KS6a Kingsteignton Depot					15	0	0	0	15
KK1 Torquay Rd Embury				25	50	95	0	0	170
KK2 Fluder Hill					15	0	0	0	15
KK3 Barn Owl				15	15	0	0	0	30
SWE1 Alphington						525	750	725	2,000
DA2 NW Secmaton Lane		12	25	75	100	500	148	0	860
DA4 Southdown Road			10	10		0	0	0	20
DA5 Little Leigh Holcombe			10	25		0	0	0	35
TE3 Higher Exeter			12	50	50	138	0	0	250
TE3a North of new road				12	38	0	0	0	50
TE4 Brunswick Street				12	28	0	0	0	40
BT1 Dean Park						120	0	0	120

Teignbridge Housing Trajectory Submission Local Plan	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19 to 2022/23	2023/24 to 2027/28	2028/29 to 2032/33	Total 2012 to 2033
BT2a North of Indio House				20	25	0	0	0	45
BT2d Abbey Road School						0	0	15	15
BT3 Challabrook						0	225	45	270
CH1 Rocklands		12	25	50	50	38	0	0	175
CH2 NE Chudleigh		15	50	50	35	0	0	0	150
CH3 James House		12	13			0	0	0	25
CH4 Colway Lane		10	15			0	0	0	25
CH5 Grovelands						50	0	0	50
CH6 Chudleigh TC				10		0	0	0	10
WE6a Haldon		15				0	0		15
Subtotal - Allocations	0	88	234	594	784	3,719	2,711	948	9,068
Subtotal - Permissions Excl Allocations	403	484	572	829	485	588	0	0	3,361
Total Delivery	403	572	806	1,423	1,269	4,307	2,711	948	12,429

* Delivery capacity adjusted to reflect current permissions and plans

Forward Housing Delivery



- 2.15** Recent completions have been about half of the overall need each year, and despite the early deliverability of the existing commitments and many allocations, it is not realistic to assume that there will be an immediate increase to 620 dwellings per annum. Given the projected completions of permitted sites, and the lead-in times for new housing sites, the plan aims to step up the performance over the first three years of the plan to meet, at a minimum, the 640 dwellings needed per annum from 2016, in order to maintain the average provision of 620 per year over the plan period as a whole. The following overview highlights the stepping up of delivery as sites identified in the plan commence development.
- 2.16** It is necessary that there is a degree of flexibility in the Local Plan, to allow for unexpected events such as significant increases in demand or delay in sites coming forward. The Local Plan contains several forms of flexibility to allow for this. Firstly, there is no allowance for additional windfall consents. Over the period 2001 – 2012 an average of 173 previously developed windfall dwellings (not including garden sites) were developed per year. This provides a source of likely additional dwellings should demand exceed the capacity of the allocations. Secondly, the capacity of the sites has been calculated based on a conservative density estimate. In addition, policy S23 support for neighbourhood planning anticipates that some rural villages and parishes may also bring forward a limited number of new dwellings based on local need through neighbourhood plans or exception sites.
- 2.17** The approximate distribution of homes over the period of the plan, taking account of current commitments and allocations, is indicated in the policy. The proportions in the policy are approximate, allowing for some flexibility. They take account of existing planning consents as well as allocations. This distribution takes account of the following factors and is considered to provide a sustainable overall strategy:
- a) the relative size of the towns and the need to avoid significant growth of villages for sustainable travel reasons;
 - b) the distribution of existing affordable housing need;
 - c) the level of local employment and proposed new employment;
 - d) existing and proposed services and other local infrastructure provision;
 - e) accessibility, particularly by public transport;
 - f) local work through community planning processes has guided the specific proposals in each settlement; and
 - g) specific environmental and other constraints and availability of land



- 2.18** The distribution of housing need has also been assessed, and generally supports the allocation distribution. Data from Devon Home Choice indicates that existing housing need is concentrated in the towns; in November 2011 the Heart of Teignbridge (1,267 resident applicants), Teignmouth (496), Dawlish (398), Bovey Tracey (168) and Chudleigh (154) were the areas with the highest level of need within the plan area. Significantly lower need was indicated in the other parishes.
- 2.19** The Heart of Teignbridge (the settlements of Newton Abbot, Kingsteignton and Kingskerswell) is the main urban area within the district, containing 50% of the urban population with major employment, a busy town centre, and significant road infrastructure. It has the greatest level of housing need. Key constraints on development have been avoided in the allocations, and it is an appropriate location for about 50% of the dwelling provision. The district adjoins the city of Exeter, and the proposal for an urban extension at South West Exeter reflects this sustainable location, and the need to support the expansion of this growing city. Dawlish is home to 16% of the urban population and has significant housing need, and although there are potential impacts on the adjoining European wildlife site, these have been mitigated by specific proposals of the Local Plan. Teignmouth, while of a similar size to Dawlish, is more tightly constrained by various landscape designations. The smaller towns of Bovey Tracey and Chudleigh have potential for meeting housing needs approximately reflective of their scale.
- 2.20** The allocations have been tested for achievability and suitability. The Council will work with landowners and developers to monitor the achievement of this trajectory and will act to bring sites forward if necessary.
- 2.21** The plan makes no specific proposals for housing development in the villages and countryside, but recognises that these areas need affordable housing in particular. Instead, policies in the Wellbeing chapter set out the positive approach to proposals for rural affordable housing. Communities may wish to come forward with their own proposals through the Neighbourhood Planning process and the Council will, subject to resources, support them in this approach. The distribution figures in the policy above therefore do not set a target for rural housing, instead the aim will be to meet locally assessed needs as and when this is feasible.

S5 Infrastructure

The provision of new and improved infrastructure, such as education, health, transport, recreational facilities and green infrastructure will form a key issue in planning for the growth of sustainable communities.

The Council will:

- a) in consultation and co-operation with infrastructure providers, take account of infrastructure capacity and need in decisions on the location of development;**
- b) involve relevant infrastructure providers and local communities in ongoing infrastructure planning, prioritisation, funding and co-ordinated delivery;**

- c) **assess the potential for demand management, more efficient use of existing infrastructure and joint infrastructure provision;**
- d) **use the Community Infrastructure Levy and other mechanisms to bring infrastructure forward;**
- e) **ensure that new development is provided with appropriate infrastructure, with timing of provision in relation to development balancing community need against development viability;**
- f) **ensure that the provision of new infrastructure will only be approved where the planning authority has ascertained that it would not adversely affect the integrity of any European sites; and**
- g) **all mitigation for impacts to European sites shall be considered as critical in the Infrastructure Delivery Plan and sufficient contributions, to ensure that provisions remain in the long-term, will be taken from the CIL pot for Habitat Regulations mitigation measures before funding is used for other types of infrastructure.**

2.22 Infrastructure is required to support sustainable, resilient communities. This will vary depending on location and the capacity and access to existing infrastructure such as cultural facilities, early years education provision and waste management facilities.

2.23 We have worked alongside communities and neighbourhoods to identify their infrastructure needs and priorities and will continue to do so. Similarly we have and will continue to liaise with infrastructure providers in the area. From this information, we have prepared an Infrastructure Delivery Plan setting out the infrastructure needs in the area and how we propose to deliver them, published alongside this Local Plan.

2.24 The various elements of infrastructure which have arisen from the work so far, more details of which are included in the various town chapters and the infrastructure delivery plan, include:

Transport

- a) Improvements to public transport provision
- b) Cycle and pedestrian provision
- c) New roads and road improvements

Green Infrastructure

- a) Sports pitches and other recreational open space
- b) Country parks and other informal greenspace forming part of a wider network
- c) Habitat creation and enhancement
- d) New allotments and community growing space

Public Services

- a) New schools and enhancements to existing schools
- b) Additional GP provision
- c) Extra care housing for vulnerable people
- d) Improved leisure facilities

Economy

- a) Employment sites
- b) Town centre regeneration and enhancement
- c) Tourist support

- 2.25** The Community Infrastructure Levy provides the opportunity to ensure development contributes fairly to the cost of infrastructure, providing greater certainty to developers on their planning-related costs. The Community Infrastructure Levy has been considered by an Examiner and the charging schedule has been approved for adoption, with implementation expected in October 2014. Teignbridge District Council has clearly stated that European Protected wildlife sites will receive the highest level of funding prioritisation. This is reiterated in its Infrastructure Delivery Plan and 'Regulation 123' list. This commitment to the protection and delivery of necessary mitigation measures for European Protected wildlife sites and species will ensure the Council's legal requirements are satisfied.
- 2.26** The Government has introduced the New Homes Bonus and is proposing to localise business rates, to ensure that communities benefit financially from development. Currently New Homes Bonus provides about £10,000 per dwelling, spread over the 6 years after the dwelling is completed.
- 2.27** The strategies and proposals for each of the towns consider proposals for infrastructure which take account of these and other potential investment sources.
- 2.28** The use of Planning Obligations under Section 106 of the Planning Act will continue for a number of purposes, such as affordable housing, certain specific requirements on a site-by-site basis and contributions towards provision which is not defined as infrastructure. This may include mitigation requirements under the Habitat Regulations.

S6 Resilience

The Council will work with communities, developers and infrastructure providers to ensure that the future impact of climate change and fossil fuel scarcity is minimised through adaptations and mitigation. In particular:

- a) taking account of likely climate change impacts in assessing the flood risk of developments;**
- b) buildings, communities and infrastructure should take account of the likely changes in temperature, rainfall and wind in their design;**
- c) use or contamination of energy, water, soil and materials should be minimised;**
- d) production of local food, renewable energy and local building materials should be maximised; and**
- e) the mix of uses and activities within communities, settlements and across Teignbridge will be guided towards a balance which improves self-sufficiency. Decisions on development proposals should take particular account of the amount of employment, housing, services and facilities within walkable areas, including the preference for mixed use proposals where appropriate.**

- 2.29** Communities are places where people live, work, shop, learn and meet their other social and economic needs. Encouraging communities to be able to cope with future economic, social and environment changes is important, and the proposals and policies of the plan seek to promote such resilience. Particular issues are the impact of climate change and the potential continued increases in energy prices. Settlements with limited facilities generate higher travel demand, as people are required to leave to carry out certain activities. It is therefore an important part of sustainable development to promote a greater range of jobs and services in the places where people live. The promotion of self sufficiency therefore considers what settlements need in this context.
- 2.30** Greater self sufficiency will also give improved access to jobs, homes and services for people who do not own a car and therefore support social sustainability. Finally, with significant increases in energy costs likely, reduced need to travel will create more resilient communities for the future. Specific proposals for the settlements should take this approach on board.

S7 Carbon Emission Targets

The council will work proactively with partners and through public and private investment and the management of development, will seek to achieve reductions in carbon emissions per person arising within Teignbridge of about 42% from 2009 levels by 2030.

- 2.31** The government has set a statutory target of reducing national carbon emissions by 80% between 1990 to 2050. 2009 UK emissions amounted to 607 mega tonnes of CO₂ equivalent, and the Committee on Climate Change state that this will require a reduction to 350 (-42%) by the year 2030. Government figures estimate a per capita emission of 7.2 tonnes in Teignbridge (made up of 2.3 from industry and commercial, 2.2 domestic and 2.8 transport), and therefore a local target is set of about 4.2 tonnes by 2030. The Council will work proactively with partners in the public and private sector to reduce emissions from industry and commerce in line with the headline target. In order to achieve the overall target, a commensurate reduction in emissions will be required such that combined emissions from dwellings and transport are set at 2.9 tonnes per capita. Major developments will need to provide a Carbon Reduction Plan taking this target into account in accordance with policy EN3.
- 2.32** The Committee on Climate Change have set out how the 2030 target could be met within their 4th Carbon Budget. Key measures which provide for the necessary reduction include:
- a) decarbonising energy production through a mix of technologies;
 - b) increased carbon prices in the longer term;
 - c) new technologies such as electric vehicles;
 - d) energy efficiency of buildings; and
 - e) sustainable transport provision



- 2.33** These measures are generally ones to be achieved through regulation and investment at a national scale, rather than directly impacting on the planning system. However the final measures are relevant to planning, and are reflected in other policies and proposals of this Local Plan
- 2.34** Data from the National Travel Survey shows clearly that car mileage per person is higher in smaller settlements. Medium urban areas (25,000 plus population) have average car mileages of 6,205 per person per year, this increases to 7,689 miles in small urban areas (3,000 – 25,000 population) and rural areas show an average of 8,536 miles. This arises from the need to travel further to access jobs, services and facilities, and the generally poorer provision of public transport in the smaller settlements. Since travel is a key emitter of carbon dioxide, the main greenhouse gas, the concentration of development in the larger and more sustainable settlements forms a key element in the sustainable development strategy of the Local Plan. This is supported by the provision of improved infrastructure, sustainable transport and employment opportunities in the growth locations.
- 2.35** Building Regulations set out the requirements for energy efficiency and the conservation of fuel and power in a number of specific parts. These include a series of timed carbon dioxide emission standards and reductions for new homes and non-domestic buildings leading to zero carbon emissions in relation to these aspects in 2016. There are also proposals for tighter performance standards for works to existing buildings that are being considered.

S9 Sustainable Transport

The transport system will offer businesses, communities and individuals safe and sustainable transport choices, helping to deliver a low carbon, successful economy and stronger, healthier communities through an integrated approach to transport and development which accounts for likely demographic changes.

The impact of new development on transport issues will be assessed and development will be located and designed to:

- a) promote public transport, cycling and walking as transport modes of choice, minimising dependence on cars;**

- b) provide and link to strengthened, improved and extended public transport, cycling and walking networks and green infrastructure networks;**
- c) promote connected, safe, resilient street networks, providing new roads or road improvements where these mainly bring economic, environmental, safety or community benefits;**
- d) minimise the negative impacts of transport including air and noise pollution and road safety through travel plans, demand management, improvement to existing transport infrastructure, provision of new transport infrastructure and appropriate parking for bicycles, cars and other vehicles;**
- e) support infrastructure for electric vehicles;**
- f) reduce the need to travel; and**
- g) support community-based transport initiatives.**

2.36 Travel impacts are the sum of individual choices by residents, visitors and businesses, but it is possible to influence those choices through locational and investment decisions. Therefore, the provision of transport infrastructure is a key issue, in order to promote more sustainable transport, improve access for all and support economic prosperity. The strategic approach to transport in Teignbridge is set out above and will be implemented through specific proposals in the plan, and in considering planning applications and investment decisions. The design of major new development should, for example, include convenient provision for buses, cyclists and pedestrians to enter and pass through sites.

S10 Transport Networks

The function of the existing transport network and facilities will be protected, including in particular the following strategic provision:

- a) the Paddington – Penzance, Newton Abbot – Paignton and the Newton Abbot - Heathfield railway lines;**
- b) National Cycle Routes 2 and 28;**
- c) the strategic road network consisting of the M5, A30, A38 and A380;**
- d) the locally important road network consisting of the A379, A381, A382 and A383;**
- e) Teignmouth Port.**



- f) the long distance footpath network including the Templer Way, Dartmoor Way, South West Coastal Path, Two Moors Way and Wray Valley Trail; and**
- g) no former, currently redundant rail land will be granted planning consent which would prevent its use for either its original purpose, or as another part of the sustainable transport system.**

2.37 There are a number of key routes and facilities which need to function for strategic reasons. These are listed in the policy above. Other more local impacts of development will need to be considered on a case by case basis. The specific future transport use of the Newton Abbot - Heathfield branch line is not entirely clear, but the policy will safeguard its continued use as a movement corridor.

S11 Pollution

The impact of noise, air, water, light, land and other forms of pollution will be reduced where possible through planning and other legislation and by joint work with other relevant agencies to:

- a) monitor pollution levels;**
- b) prepare strategies and take action to reduce pollution levels in areas of concern that fail relevant legal standards;**
- c) guide development and infrastructure provision to seek improvements in pollution levels, implement relevant strategies and avoid creating new areas of concern;**
- d) keep vulnerable uses out of areas where they would be harmed by existing pollution levels;**
- e) additional housing developments within the Local Plan Area, particularly for the allocations in S14, S15, S16, S18, S19, and S20, will not be permitted until South West Water have confirmed that their waste water treatment works serving these developments have sufficient capacity to accommodate the additional development and can ensure that there would be no increase in the levels of pollutants likely to have an adverse effect on the integrity of the Dartmoor SACs (e.g. likely to affect migrating salmon moving up and down the District's rivers); and**
- f) proposals for intensive livestock rearing units within 5km of the South Hams SAC, Dawlish Warren SPA and the Dartmoor SACs will be required to demonstrate that they will not have a significant effect on a European site through emission of ammonia, and any development proposal should be accompanied by the necessary information to enable the local planning authority to undertake a project level Habitat Regulations Assessment.**

2.38 The strategic approach to controlling pollution is set out in the policy. This ensures that the Council has sufficient information to make appropriate decisions, and then takes action to mitigate those effects. The location, design and management of development are part of that strategy, and the detailed proposals and policies of this plan take account of this general approach.

- 2.39** The South Hams Special Area of Conservation has been designated for its population of greater horseshoe bats. Since bats are nocturnal species sensitive to increased light, development near to their habitats and flyways must avoid disturbance through light pollution.

S12 Tourism

The Council will promote a growing, sustainable tourism sector, and support proposals to lengthen the tourism season and encourage higher spending by visitors by supporting:

- a) retention of existing tourist accommodation and attractions which contribute to the local economy;**
- b) enhancement of existing tourist accommodation and attractions;**
- c) new tourist attractions in locations where the scale of visitor and employee trips is commensurate with the public transport, cycling and walking accessibility and environmental constraints;**
- d) enhancing the environment and local distinctiveness including heritage and landscapes and supporting other local improvements which will increase the attractiveness of the areas to visitors; and**
- e) increased visitors to heritage and nature conservation assets where this maintains and enhances the quality of the asset and supports environmental enhancements. For European protected sites any proposals that may lead to likely significant effects will only be permitted where no adverse effect on the integrity of the site can be shown.**

- 2.40** As a district which benefits from coastal resorts and the Dartmoor National Park the role of tourism in the local economy is significant. It is therefore important that the Local Plan is supportive of appropriate and sustainable growth in tourism expenditure, visitors and therefore local employment. The policy sets out a targeted strategy which should support this overall aim.

S13 Town Centres

The vitality, viability, accessibility and attractiveness of the following Town Centres will be maintained and enhanced and their retail emphasis maintained:

Strategic Town Centre: Newton Abbot

Significant Town Centres: Dawlish and Teignmouth

Locally Important Town Centres: Bovey Tracey and Chudleigh

The Council will:

- a) support them as sustainable locations for living, working and activity through the day and into the evening while maintaining the essential retail character of**

- primary shopping frontages;**
- b) support the key role of small scale, local or independent outlets and the sale of local produce as part of their local distinctiveness and character;**
- c) promote development in or adjoining town centres of a scale and nature which will enhance their vitality and viability, including the following provision for net comparison goods retail floorspace:**
 - i. Newton Abbot around 11,000 square metres net**
 - ii. Teignmouth around 1,000 square metres net**
- d) invest to enhance their facilities, environment and economic potential;**
- e) where possible, and in accordance with the town centres first sequential approach, locate major retail and leisure developments within or on the edge of town centres; and**
- f) resist the development of new major retail and leisure developments in out of centre locations where they would significantly harm the vitality or viability of a town centre, including those adjoining the plan area.**

2.41 Town centres are vital and sustainable locations for development, particularly retail provision but importantly also for employment, housing, leisure and accessible services. The policy sets out the general strategy, that Newton Abbot town centre is the strategic town centre within the district, where the majority of activity and development is to be expected. Significant town centres at Dawlish and Teignmouth are designated, providing a supporting role and giving access to residents in the coastal area to higher level town centre provision. More local needs are to be met in the smaller towns of Bovey Tracey and Chudleigh which both have defined town centres. Other retail provision is local provision only, and covered in other policies. The retail provision targets are based on the Retail and Leisure Study carried out for the Council in 2010, allowing for the comparison elements of the superstore commitments and completions in Teignmouth and Dawlish. Bearing in mind the date of the data contained in the Retail and Leisure Study and changing patterns of retailing experienced in recent years, the Council will carry out a full review of retail development needs within three years of the adoption of the plan.

2.42 The aim will be to use investment, development and enhancement proposals to boost the economy and environment of the town centres. Heritage, environment and development should work together to promote their lasting economic success.

2.43 One of the key features of national planning policy is the 'town centres first' policy, which uses a 'sequential approach' to the location of new retail and leisure provision, guiding it to available sites within town centres, then adjoining town centres, and only then to sites outside them. More detail on the sequential approach is contained in a later policy of this document.

Places

S14 Newton Abbot

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

- a) allocate 52 hectares of land for employment development and support improvements to existing employment areas;**
- b) allocate land with capacity for at least 4,230 homes;**
- c) allocate 11,000 square metres of retail floor space in the town centre by 2021;**
- d) support town centre enhancements in line with the Newton Abbot Town Centre Regeneration Study;**
- e) deliver 15 hectares of new playing pitches, upgrading existing pitches, a new leisure centre with outdoor and indoor facilities such as multi-use games areas, artificial turf pitches, tennis courts and an athletics track;**
- f) improve the existing road network and provide new road infrastructure where necessary, supported by investment to create comprehensive, connected walking and cycling routes and public transport services;**
- g) support the expansion of existing schools, provision of two new primary schools and one new secondary school site, and post-16 education and training;**
- h) support existing health services and future expansion of facilities or creation of new facilities to meet the needs of the population;**
- i) ensure that new development shall be designed to ensure that the town will be made safer from flood risk;**
- j) support proposals that reinforce the town's role as a focus for entertainment and cultural provision;**
- k) implement the Teign Green Infrastructure Strategy to create a connected network of green infrastructure; and**
- l) improve air quality.**

2.44 Newton Abbot is the largest town in the district and forms the central part of the Heart of Teignbridge urban area. The policy sets out the requirements needed to balance the economic, social and environmental considerations relating to the growth of the town. The strategic policy is supported by more detailed policies contained within the Heart of Teignbridge chapter.



S15 Kingsteignton

Kingsteignton will become a town with an individual character as part of the Heart of Teignbridge, a sustainable, thriving and prosperous place, where current and future generations have access to the homes, jobs and community facilities that they need. Investment and development will be guided to enable its economy and community to flourish. The Plan will seek to:

- a) allocate 11.5 hectares of land for employment development and support improvements to existing employment areas;**
- b) allocate land with capacity for at least 385 new homes;**
- c) promote the creation of a better defined centre for the town, consolidating the existing shopping and service provision in the vicinity of the Fountain;**
- d) improve the range and quality of local community and recreation facilities;**
- e) new school provision including a new primary school;**
- f) implementation of the Teign Green Infrastructure strategy;**
- g) support the continued supply of ball clay and proposals for heritage tourism related to mining; and**
- h) improve air quality.**

2.45 Kingsteignton is a town in its own right with a population of over 11,000 people, but it also forms an integral part of the wider Heart of Teignbridge urban area. While of a significant size, it suffers from the lack of a defined town centre, with existing shopping provision somewhat disparate. A key objective of the plan is to consolidate the provision to remedy this problem. Additional employment and local services are proposed to bring about a greater level of self-containment.

S16 Kingskerswell

Kingskerswell will develop as a thriving, sustainable village as part of the Heart of Teignbridge where current and future generations have access to the homes, jobs and community facilities they need. Investment and development will be guided to enable its economy and community to flourish, promote greater self sufficiency in jobs and community facilities and enhance the village centre and other key areas.

- a) allocate 0.5 hectares of land for employment development and support improvements to existing employment areas;**
- b) allocate land with capacity for at least 215 new homes;**
- c) provide a country park along the Aller Brook and implementation of the Teign Green Infrastructure strategy;**
- d) improve the range and quality of local community and recreational facilities;**
- e) enhance the quality and range of village centre shops and facilities, including opportunities along the A380 following the completion of the South Devon Link Road, particularly around Jurys Corner;**
- f) provide a cycle link between Torquay and Newton Abbot;**
- g) provide opportunities for sustainable travel and lifestyles; and**
- h) improve air quality.**

- 2.46** The strategic policy for Kingskerswell, a large village which forms the southern arm of the Heart of Teignbridge urban area, sets out community aspirations and development proposals which have been developed together. The specific proposals are set out in more detail within the Heart of Teignbridge chapter.

S17 Dawlish

Dawlish will be a sustainable, thriving and prosperous place that supports a high quality of life for all its residents. It will regenerate as a premier year round visitor resort, be safe from flood risk, adaptable to climate change and have reduced carbon dependence, be an area with a high quality natural environment and protected important wildlife interests. The Plan will seek to:

- a) allocate 3 hectares of land for employment development and promote improvements to Dawlish Business Park;**
- b) allocate land with capacity for at least 900 new homes;**
- c) provide for vehicular access through the proposed development between Elm Grove Road and the A379 Exeter Road;**
- d) support enhancements to Dawlish Community College and primary school facilities;**
- e) allocate land for a Coastal Park, community park and also complementary suitable alternative natural green space;**
- f) support the construction of a multipurpose building capable of incorporating health facilities and early years learning;**
- g) support improved community facilities;**
- h) support regeneration**
 - i. in the town centre at the Strand, Tuck's Plot and seafront**
 - ii. at the Warren Approach**
- i) identify strategic 'blue and green' routes to facilitate walking and cycling to improve connectivity at Dawlish;**
- j) protect Dawlish Warren/Exe Estuary international wildlife sites;**
- k) maintain the physical separation between Teignmouth, Holcombe, Dawlish Warren and Dawlish; and**
- l) improve air quality.**

- 2.47** The Dawlish strategic policy sets out a vision for infrastructure and change which has been developed in close liaison with the community. The Dawlish chapter sets out more detailed proposals to implement this policy.

S18 Teignmouth

Teignmouth will support new homes, jobs and services and function as a seaside resort that is well connected and accessible, a centre for water sports, leisure and culture and a well designed town, safe from flood risk, adaptable to climate change and with reduced carbon dependence. The Plan will seek to:

- a) allocate land with capacity for at least 340 new homes;
- b) enhance parking provision at Quay Road and/or Teign Street;
- c) allocate 1,000 square metres of retail floor space in the town centre by 2021;
- d) regenerate
 - i. Brunswick Street/Northumberland Place
 - ii. along the river/back beach/fish quay area
- e) support the National Cycle Network through Teignmouth;
- f) support minor road improvements at Shaldon Bridge junction;
- g) improve air quality at the Bitton Park Road Air Quality Management Area;
- h) support a marina facility at Polly Steps;
- i) enhance swimming pool facilities at the Lido;
- j) improve the Meadow Centre community building;
- k) deliver improvements to the Coombe Valley local nature reserve;
- l) maintain the physical separation between the town and
 - i. Holcombe and Dawlish
 - ii. Bishopsteignton; and
- m) support improvements to education facilities, including enhanced primary education capacity.

2.48 In a protected coastal setting enclosed by rolling hills and red sandstone stone cliffs Teignmouth strategic policy sets out a vision for infrastructure and change which has been developed in close liaison with the community. The Teignmouth chapter sets out more detailed proposals to implement this policy.

S19 Bovey Tracey

Bovey Tracey will continue to attract the investment needed to enable its economy and community to flourish. Policy objectives will ensure Bovey Tracey will be a place where current and future generations have access to homes, jobs and community facilities whilst protecting the area's assets. The Plan will seek to:

- a) allocate 3 hectares of land for employment development and support improvements to existing employment areas;
- b) allocate land with capacity for at least 470 homes;
- c) identify a preferred location for provision of a new 1.8 hectares Primary school site;
- d) support provision of multi-use community building and public open space at land on Le Molay-Littry Way;
- e) support town centre enhancements including improvement to public realm, improved traffic management, creation of a town square, and a new Information Centre and public toilets;
- f) enhance play space, including a new skate park in both Bovey Tracey and Heathfield;
- g) create 3 hectares additional sports pitch space;
- h) create a network of safe cycling and walking routes, including provision of a link to the Wray Valley Trail; and
- i) retention of existing employment uses at Pottery Road.

- 2.49** Bovey Tracey lies on the edge of Dartmoor, but close to the main A38 trunk road to Plymouth. The policy sets out a development and infrastructure strategy which has been prepared in close liaison with the local community. More detailed policies and proposals are set out in the Bovey Tracey Chapter.

S20 Chudleigh

Chudleigh will develop as a thriving, sustainable market town where current and future generations have access to the homes, jobs and community facilities they need. Investment and development will be guided to enable its economy and community to flourish, promote greater self sufficiency in jobs, provide community facilities and enhance the town centre. The Plan will seek to:

- a) allocate 2 hectares of land for employment development;**
- b) allocate land with capacity for up to 435 homes;**
- c) improve the range and quality of local community, sports and recreational facilities;**
- d) protect and enhance greater horseshoe bat habitats and flyways associated with Chudleigh Caves and South Hams Special Area of Conservation;**
- e) enhance the town centre through the creation of an attractive and high quality shared surface town square;**
- f) provide opportunities for sustainable travel and lifestyles; and**
- g) enhance primary school provision.**

- 2.50** Chudleigh is a small market town at the foot of the Haldon Hills just off the A38 trunk road. The strategic policy sets out a vision and strategy for infrastructure and development which is to be implemented through policies in the Chudleigh chapter of this plan.

S21 Villages

The following settlements are defined as villages, having close access to a shop, public house, village hall, school, and daily public transport services; Abbotskerswell, Bickington, Bishopsteignton, Broadhempston, Chudleigh Knighton, Cockwood/Middlewood/Westwood, Denbury, Doddiscombsleigh, Exminster, Ide, Ipplepen, Kennford, Kenton, Liverton, Ogwell, Shaldon/Ringmore, Starcross, Stokeinteignhead, Tedburn St Mary. Changes in the provision of village services will be monitored and may lead to this list being reviewed.

These defined villages will be appropriate locations for limited development which meets their social and economic needs, protects their rural character and is consistent with the need to minimise travel. Emphasis will be on the provision of affordable housing, employment, services, facilities, environmental enhancements and to small scale development brought forward through Neighbourhood Plans. Development at any of the villages listed in policy S21 will be permitted only where it can be demonstrated that it will not have an adverse impact on the integrity of the South Hams SAC.



- 2.51** The plan focuses development on the urban areas as the most sustainable locations for new residents and workers. Therefore there are no specific proposals in this plan for the villages. Instead, subject to retaining local services, small scale proposals which meet local needs and conform with the policy should continue to come forward. The policies map defines settlement limits. Villages and hamlets which are not referred to in this policy are defined as open countryside, with no defined settlement limits applying, and to which the countryside policy provides relevant guidance. The Local Plan proposes to carry forward the village envelopes from the 1996 adopted plan without amendment with the exception of Exminster and Starcross. Village settlement limits can be altered through Neighbourhood Plans.

S21A Settlement Limits

Settlement limits are defined on the Policies Map for Newton Abbot, Kingsteignton, Kingskerswell, Dawlish, Teignmouth, South West of Exeter, Bovey Tracey and Chudleigh and for villages listed in policy S21.

Within the settlement limit development will be permitted where it is consistent with the provisions and policies of the local plan.

- 2.52** Settlement limits have been defined for the strategic places and villages identified in the plan area. These incorporate existing built up areas and areas which are either allocated in the local plan for development or which have planning permission for major development. Within these settlement limits development proposals will generally be supported. This will act to focus development at the most sustainable locations in the plan area.

S22 Countryside

Land outside the defined settlement limits of Bovey Tracey, Chudleigh, Dawlish, South West of Exeter, Kingskerswell, Kingsteignton, Newton Abbot, Teignmouth and the villages listed in S21 is classified as open countryside, where development and investment will be managed to provide attractive, accessible and biodiverse landscapes, sustainable settlements and a resilient rural economy.

In open countryside, development will be strictly managed, and limited to uses which are necessary to meet the overall aim set out above, as follows:

- a) affordable housing for local needs, replacement dwellings, travelling show people plots, Gypsy and Traveller pitches, and dwellings for agricultural, forestry and other necessary rural workers;**
- b) agricultural, forestry, equine, industry, business, warehousing, retail, leisure and tourist uses;**
- c) transport, communication, energy and other infrastructure and community facilities;**
- d) development to support biodiversity and geodiversity; and**
- e) alterations and extensions to existing dwellings, and to other buildings with one of the uses in criteria (a) – (d) above.**

In assessing development proposals, particular account will be taken of:

- f) the distinctive characteristics and qualities of the Landscape Character Area;**
- g) the integrity of green infrastructure and biodiversity networks;**
- h) impact on overall travel patterns arising from the scale and type of development proposed; and**
- i) the need to ensure that development in the countryside does not have an adverse effect on the integrity of the South Hams SAC.**

2.53 The countryside (defined as land outside a settlement limit) is suitable for limited development, as set out in the policy above. The emphasis is on an attractive, economically successful countryside, where change is managed to encourage appropriate enhancement. Specific policies may apply certain limitations to the uses listed in the policy and these should be considered in any planning application. They may limit scale and location.

2.54 The countryside character differs from place to place. Accordingly, the policy refers to different issues which apply in different locations, and which will have an influence on the location and design of specific appropriate developments. The Teignbridge District Landscape Character Assessment defines the landscape character areas, including key characteristics, and should be taken into account in the location, form and design of proposals.

2.55 Certain areas of the countryside are subject to additional policies, reflecting their landscape character. The undeveloped coast has its own character, and this area is defined on the policies map and subject to policy EN2. Other particularly attractive areas of countryside are defined as Areas of Great Landscape Value, again indicated on the policies map and subject to policy EN2A. Finally, a number of strategic open breaks between settlements are also defined, see policy EN1.

S23 Neighbourhood Plans

The Council will support parishes and towns to prepare Neighbourhood Plans which meet local needs and support community development, in general conformity with Local Plan policies.

- 2.56** With the Localism Act coming into law, proposals by Town and Parish Councils for Neighbourhood Plans will be likely. The Council will act to help communities through this process, and these will then, if adopted, become part of the Development Plan for the area. In this way, local communities can express their wish for appropriate change in a flexible and locally distinctive manner.
- 2.57** The Act refers to the Neighbourhood Plan being in general conformity with the strategic policies of the Local Plan. For the purposes of Neighbourhood Planning, the following policies of the Local Plan are defined as strategic:
- a) all Strategic Policies, Strategic Places, Prosperous Economy, Wellbeing and Quality Environment policies from S1A through to EN12;
 - b) Heart of Teignbridge HT1 to HT3;
 - c) Newton Abbot NA1 to NA4, and NA8 to NA12;
 - d) Kingsteignton KS1, KS3, and KS6;
 - e) Kingskerswell KK1 and KK4;
 - f) Edge of Exeter SWE1 to SWE3;
 - g) Dawlish DA2 and DA7; and
 - h) Chudleigh CH1.
- 2.58** In areas without a Parish or Town Council, a Neighbourhood Forum may be designated, subject to the Council's agreement, for the purposes of producing a Neighbourhood Plan. The Council will designate the body as a Neighbourhood Forum where it is satisfied that it complies with the regulations set out in the Localism Act 2011, including demonstrating that the Neighbourhood Forum:
- a) consists of a minimum of 21 members who live or work in the area concerned;
 - b) whose membership is open to all residents who live or work in the neighbourhood area, and elected councillors;
 - c) is established for the express purpose of improving the social, economic and environmental wellbeing of the area; and
 - d) has a written constitution.

S25 Ashburton and Buckfastleigh

The Council will work with Dartmoor National Park Authority to ensure that development and infrastructure proposals for Ashburton and Buckfastleigh continue to reflect the duty to co-operate and the role of Teignbridge District Council as the local housing authority and infrastructure provider within the towns. Policies of this Local Plan which refer to settlement limits will be read to include

settlement boundaries for Ashburton and Buckfastleigh defined in the Dartmoor National Park's Development Plan.

- 2.59** The towns of Ashburton and Buckfastleigh are within Dartmoor National Park, lying outside but close to or adjoining the Teignbridge Local Plan area. Teignbridge District Council provides services for the towns, but is not the major planning authority. In accordance with the duty to co-operate the Council will work with the National Park Authority over cross-boundary issues such as infrastructure provision, use of Section 106 and Community Infrastructure Levy and development proposals. In particular, while there are no defined settlement limits for the towns within the Teignbridge Local Plan, policies such as WE5 which refer to settlement limits will also apply to the settlement boundaries defined within the Dartmoor National Park's Development Plan.

Prosperous Economy

EC1 Business Development

To support additional job creation in settlements, office, general industrial and storage and distribution developments will be acceptable in principle within defined settlement limits. This includes new buildings, extensions to existing buildings and changes of use or conversions of existing buildings.

- 3.1** Proposals for development within Use Classes B1, B2 and B8 are appropriate in principle within settlement limits, on specific allocations and elsewhere. The policy provides developers, landowners and businesses the opportunity to react quickly and flexibly to emerging needs.
- 3.2** The Council's Economic Development Team will support the delivery of businesses objectives. An Economic Development Delivery Plan has been produced setting out 6 strategic objectives to support economic growth and prosperity in Teignbridge.

EC2 Loss of Employment Sites

To maintain a range of suitable and available sites and buildings for employment, the development of business, general industrial and storage and distribution land for another use will not be permitted unless one of the following criteria apply:

- a) the existing use is causing a significant problem which cannot be resolved without relocation and which outweighs the loss of employment; or**
- b) the proposed replacement use has significant benefits which outweigh the loss of employment.**

- 3.3** Existing employment sites can be difficult to replace, and therefore their loss should be considered very carefully. Any proposal which involves the loss of business, general industrial or storage and distribution land (including land that has an existing use, is currently used, is allocated or has planning permission for Use Classes B1 – B8) would have to be justified strongly in the context of the high importance of retaining and expanding the local economy and the creation of jobs. This is fundamental to the Local Plan's long term sustainable strategy.

EC3 Rural Employment

To support the rural economy, the following developments for business, general industrial and storage and distribution uses in open countryside will be acceptable in principle:

- a) extensions or expansions of an existing business or employment site;**
- b) diversification of a farm;**

- c) change of use or conversion of a permanent and soundly constructed building;
- d) sites adjoining a defined settlement; and
- e) uses with a strong functional link to local agriculture, forestry or other existing rural activity.

Provided that:

- f) the scale of employment is appropriate to the accessibility of the site by public transport, cycling and walking and the standard of highways, and would improve the balance of jobs to working age population within the immediate vicinity;
- g) proposals respect the character and qualities of the landscape and the setting of any affected settlement or protected landscape and include effective mitigation measures to avoid adverse effects or minimise them to acceptable levels;
- h) changes to an existing building of historic interest or character sensitively retain its interest, character and appearance;
- i) they conform with specific and relevant policies affecting the site including protected wildlife, heritage assets and flooding;
- j) and in particular that proposals do not affect the integrity of the South Hams SAC.

- 3.4** The need for new jobs is not limited to the villages and towns, given the existing population within the countryside. There are also existing businesses which may need to expand or relocate and these can be vital to local employment provision in rural areas. By permitting small scale economic expansion, the plan can promote sustainable rural areas as set out in the strategy. The policy applies to use classes B1, B2 and B8 proposals.
- 3.5** However, there is also a need to ensure that the countryside remains attractive and retains or enhances biodiversity. Therefore, in addition to other policies, a number of specific criteria are set out which apply to the various forms of economic development proposed.

EC4 Working from Home

To support business start-ups, home-working and small scale employment in residential and rural areas, it is acceptable in principle to use part of a dwelling for an employment generating use subject to no detrimental effect to the amenity, parking problems or traffic generation in the area.

- 3.6** The use of homes for starting and running businesses, or for working away from a larger central business location is an increasing trend. It provides an efficient use of land and buildings and helps to minimise travel as well as encouraging new businesses to start up.

EC5 Equine Development

To promote a vibrant rural economy, the keeping and training of horses in open countryside will be acceptable in principle, subject to the following criteria:

- a) buildings, enclosures, tracks, structures, lighting and other development will be sited and designed to minimise harm to landscape character and biodiversity;
- b) hedges, trees and other environmental assets will be protected, retained and incorporated within the site and any new hedges will be planted with native species; and
- c) the number of horses kept on a site is limited to 2 horses per hectare of pasture.

3.7 With two racecourses in Teignbridge, and significant numbers of local stables and other associated equine activity, there is potential for an expansion in this sector of the leisure economy, providing jobs in rural areas and helping to balance the loss of agricultural employment. The policy sets out a number of factors to consider in any planning application. One particular issue is the need for additional subdivision of fields. Where this is required care should be taken to ensure that it is done in an attractive manner. The use of new native species hedges rather than wooden fences is to be preferred. The British Horse Society recommends no more than two horses per hectare and this policy reinforces that recommendation.

EC6 Large Scale Retail Development

To enhance their vitality and viability, new retail development is acceptable in principle within defined primary shopping areas and within sites allocated for retail use, provided that:

- a) at least 20% of the floor space is in units of less than 280 square metres sales area suitable for independent or locally owned outlets; and
- b) where possible, residential, business, retail or other uses are included above ground floor level.

New shops of more than 280 square metres sales floor area, or extensions to existing shops which will increase their size to more than 280 square metres sales floor area, will not be permitted outside defined primary shopping areas unless all of the following criteria apply:

- c) the proposal accords with the sequential approach as follows:
 - i. if it is within 300 metres walking distance of a town centre there must be no site available within the town centre for the use proposed;
 - ii. if it is more than 300 metres walking distance from a town centre there must be no site available within or closer to the town centre for the use proposed;
- d) any consequential reduction in expenditure within an existing town centre will not prejudice existing, committed and planned town centre investment and will not lead to significant harm to the vitality, viability or range of retail provision of any affected town centre, taking account of the resilience of the existing town centre, and the cumulative impacts of recent and proposed out of centre retail proposals; and
- e) the proposal will not increase overall travel.

- 3.8** The provision of new and expanded shops within the defined primary shopping areas of town centres will be appropriate, as this will act to enhance its vitality and viability. However, in order to ensure that development works with regeneration and heritage to promote attractive town centres the details of such schemes will need to be carefully designed and considered. Primary shopping areas are defined for Newton Abbot, Teignmouth, Dawlish and Bovey Tracey.
- 3.9** Evidence shows that a mix of shopping outlets is important to the success of a town centre, and in particular that locally based shops can provide greater local circulation of expenditure than larger, national chains. Therefore the policy proposes that a small proportion of new retail development should be in small units, suitable for independent or local stores. In this manner, the resilience of the local economy can be increased. Further, additional non-retail provision (particularly residential and office) within town centres will support expenditure in town centres.
- 3.10** The National Planning Policy Framework confirms that the 'sequential test' for retail and leisure developments is to remain, and the policy ensures that where possible new developments of these types are located within or close to town centres. 300 metres is generally considered to represent a reasonable walking distance for a shopper, but this may be less in the smaller town centres. This is to ensure that less sustainable patterns of retail development are not promoted by new shops in out of centre locations, unless there is no alternative to such a proposal. It is also a requirement that such an out of centre store does not significantly harm town centres by impacting on planned investment, vitality and viability or the range of town centres shops (to protect consumer choice). The distinction between small and large stores accords with policy EC10.

EC7 Primary Shopping Frontages

To maintain the central function of core retail areas within town centres, development will not be permitted which would:

- a) lead to less than 70% of ground floor units of a street within a defined primary shopping frontage being in A1 retail use;**
- b) create three or more adjoining ground floor units in uses other than A1 retail; or**
- c) lead to the change of an existing active ground floor frontage to a non active use.**

- 3.11** The town centres of Newton Abbot, Teignmouth and Bovey Tracey have defined primary shopping frontages, based on the evidence in the Retail and Leisure Study 2010 and this policy therefore does not apply to other town centres. While, taken as a whole, town centres need to provide a range of complementary uses as part of their 'offer', there are certain key streets which need to stay as part of the core retail area. These streets, defined as primary shopping frontages, will be protected from too many uses which would dilute their central role. Such dilution occurs when more than 30% of the ground floor is non-retail, and in places where 3 or more consecutive units are not retail.
- 3.12** The policy also seeks to ensure that all of the ground floor in primary shopping frontages



remains 'active' (that is, where customers can browse and enter the business, including shops, cafes, pubs, banks, professional offices and leisure facilities).

EC8 Secondary Shopping Frontages

To maintain town centres as a focal point for a balanced, complementary range of uses, defined secondary shopping frontages will be appropriate in principle for a wide range of uses including a significant presence of retail and other attractors.

Development proposals within these areas will be considered against the following targets:

- a) at least 30% of ground floor units within a street are in A1 retail use;**
- b) at least 70% of ground floor units within a street are in active uses; and**
- c) no more than 6 adjoining ground floor properties are in non-active uses.**

3.13 A number of streets in the town centres of Newton Abbot, Teignmouth, Dawlish, Bovey Tracey and Chudleigh are classified as secondary shopping frontages, based on the evidence contained in the Retail and Leisure Study 2010. A more flexible approach is proposed, to permit a vital and evolving mix of uses and activities in these less central town centre streets. The emphasis will be on active uses (as defined above), but with a continued core of retail provision. Elsewhere in town centres, no such controls are required to enable them to adapt and change flexibly to economic circumstances.

EC9 Developments in Town Centres

Development within town centres will capitalise on heritage assets to support regeneration, encourage visitors and improve the environment, vitality and interest of each centre. Developments will be required to:

- a) where feasible, include a mix of uses including making maximum use of floors above ground level;**
- b) enhance the immediate physical environment, including taking advantage of heritage assets to promote an improved shopper and visitor experience;**

- c) support the vitality and viability of the town centre; and**
- d) take opportunities to improve the character and quality of shop fronts.**

3.14 Town centre developments need to balance high level activity, the continued importance of heritage and their role as sustainable centres. The policy, which applies to all town centre developments, aims to promote an appropriate mix.

3.15 Shop fronts are an important component of a town's character and identity and can make a valuable contribution to a town's distinctive image. The Council has produced a Shop Front Planning Advice Note that gives more detail on improving design standards.

EC10 Local Shops

To provide residents' day-to-day shopping needs within walking distance, new shops with no more than 280 square metres sales floor area will be acceptable in principle within or adjoining defined settlements.

3.16 Local shops provide important access to day-to-day retailing for residents, but are small enough that they complement rather than compete with town centres. It is therefore appropriate to permit such units in locations within or adjoining a settlement. Policy S1 provides additional criteria. The 280 square metres referred to is based on the Competition Commission definition of convenience stores, which fall outside the Sunday Trading restrictions.

EC11 Tourist Accommodation

To support the sustainable expansion of the tourism industry additional tourist accommodation including self catering and serviced accommodation, campsites and caravans will be acceptable in principle within or adjoining settlement limits.

Elsewhere, tourism accommodation will be acceptable in principle where it is one of the following:

- a) expand or improve existing tourist accommodation locations;**
- b) support expansion or improvement of an existing tourist attraction;**
- c) provide a new campsite or caravan site;**
- d) involve the appropriate conversion or change of use of a permanent and soundly constructed building which sensitively retain any historic interest and character;**
- e) part of a farm diversification scheme;**
- f) use a dwelling to provide bed and breakfast accommodation; or**
- g) provide innovative or unusual forms of accommodation which widen and enhance the tourist offer of the area.**

- 3.17** The tourist economy, while a relatively small direct element of local employment, provides additional visitors to local retail and other services and therefore indirectly supports a significant amount of local employment. It is therefore important that planning policies support its sustainable expansion rather than inhibit its growth unnecessarily. Within settlement limits there is a general 'in principle' support for tourist accommodation and this extends to sites just outside settlements.
- 3.18** In the open countryside away from settlements, there are a wide number of potential tourist businesses that can contribute to the area's economy and meet sustainable development requirements. These are set out in the policy. Various other policies will need to be considered in specific cases to ensure that proposals are or can be made acceptable. At Dawlish Warren and locations close to the Exe Estuary, tourism developments are particularly likely to have negative impacts on the Dawlish Warren Special Area of Conservation and the Exe Estuary Special Protection Area. Appropriate Assessments will be required and sufficient mitigation must be secured to overcome any negative impacts identified. In some instances, where it is not possible to fully mitigate impacts, permission may be refused.

EC12 Tourist Attractions

To support the sustainable expansion of the tourism industry, tourist attractions will be acceptable in principle within or adjoining settlement limits. Elsewhere, tourist attractions will be acceptable in principle where they:

- a) expand or improve an existing tourist attraction;**
- b) involve the appropriate conversion or change of use of a permanent and soundly constructed building which sensitively retain any historic interest and character;**
- c) are part of a farm diversification scheme; or**
- d) provide an innovative or unusual attraction which would widen and enhance the tourist offer of the area.**

Development of tourist attractions will not be permitted unless/until a satisfactory scheme has been submitted to and agreed by the Council to ensure that the development will not have an adverse effect on the integrity of a European site.

- 3.19** In addition to tourist accommodation, new or improved attractions can promote additional visitors to the area. The policy sets out that these will be appropriate within or adjoining settlements, as for accommodation, and in a number of other rural situations. At Dawlish Warren and locations close to the Exe Estuary, tourism developments are particularly likely to have negative impacts on the Dawlish Warren Special Area of Conservation and the Exe Estuary Special Protection Area. Appropriate Assessments will be required and sufficient mitigation must be secured to overcome any negative impacts identified. In some instances, where it is not possible to fully mitigate impacts, permission may be refused.

Wellbeing

Housing

- 4.1** Policy S4 sets out the strategic need for housing provision, as required by National Planning Policy. The policies in this section set out more detail on this, including in particular policies on affordable housing provision.

WE1 Housing Plan, Monitor and Manage

The Local Planning Authority will monitor and publish the provision of market and affordable housing in the district. Dwelling completions since 1st April 2013 will be compared with the following trajectories.

If total housing or affordable housing completions are more than 2 years behind the trajectory and there is continued evidence of local housing need, the Local Planning Authority will take action to encourage the development of additional dwellings in strategically appropriate locations, which are considered to:

- a) be consistent with the broad spatial vision set out in the Local Plan, focussing development within or close to existing settlements (Strategic Places) which have an appropriate level of services and facilities to support new residential development;**
- b) not be subject to any significant site constraints such as biodiversity, flood risk, minerals, access, stability, contamination, landscape and heritage asset impacts, etc that cannot be mitigated;**
- c) contribute to cutting carbon emissions, for example by being close to public transport services; and**
- d) not have an adverse effect on the integrity of a European site.**

All four criteria must be satisfied before support can be considered. Priority will also be given to supporting and enabling allocations or outstanding planning consents. Such actions may include:

- e) purchase of land, including through compulsory purchase;**

Cumulative Housing		
Year	Total Housing	Affordable Housing
2013/14	400	80
2014/15	900	180
2015/16	1,540	308
2016/17	2,180	436
2017/18	2,820	564
2018/19	3,460	692
2019/20	4,100	820
2020/21	4,740	948
2021/22	5,380	1,076
2022/23	6,020	1,204
2023/24	6,660	1,332
2024/25	7,300	1,460
2025/26	7,940	1,588
2026/27	8,580	1,716
2027/28	9,220	1,844
2028/29	9,860	1,972
2029/30	10,500	2,100
2030/31	11,140	2,228
2031/32	11,780	2,356
2032/33	12,420	2,484

- f) review of infrastructure phasing and requirements, subject to viability assessment indicating these are required to bring development forward;**
- g) investment in infrastructure to kick-start development, which may be on a repayment basis; and**
- h) active measures to support rural exception sites, custom build and community right to build proposals.**

4.2 The need to bring housing forward is clear and it is therefore important that the Council is able to act to make sure allocated and consented land is available. Policy WE1 sets out potential actions to be considered and when they may be needed. The overall trajectory is based on policy S4. The affordable housing trajectory is based on the requirements of current planning permissions in the first two years and the first sites subject to policy WE2 coming forward from 2015 onward allowing 2 years for dwelling completions.

WE2 Affordable Housing Site Targets

To ensure that housing sites provide for the range of housing needs:

- a) all open market housing sites including change of use and conversion to dwellings within the district with a capacity of more than 4 dwellings will provide affordable housing in accordance with the following targets (to apply only upon the introduction of Community Infrastructure Levy within Teignbridge);**
 - i. 20% within the settlement limits of Newton Abbot and Kingsteignton;**
 - ii. 25% within the settlement limits of Dawlish, Teignmouth and South West of Exeter urban extension, and;**
 - iii. 30% in any other location**
- b) the provision of affordable housing is a high priority in considering planning applications, however if independently verified evidence is submitted which proves that the affordable housing target renders the site undeliverable, a reduced level of provision or other alterations to the scheme sufficient to bring it forward will be negotiated;**
- c) affordable dwellings will be sold by developers to a Registered Provider (Housing Association) or other appropriate managing organisation at a price which retains their affordability without the need for external grant funding. These prices will be approved annually by the Council; and**
- d) on sites which meet criterion a) of this policy, but on which the provision of affordable housing would not be an efficient use of resources or would be otherwise inappropriate, a contribution towards affordable housing provision elsewhere in Teignbridge will be required, based on the purchase price referred to in criterion c) of this policy.**

4.3 The need for affordable housing is found throughout the District. In view of the high level of need it is considered that the majority of new market housing should make a contribution to the delivery of affordable housing. The Council has undertaken an Affordable Housing Economic Viability Study and Community Infrastructure Levy viability evidence which have tested affordable housing levels in relation to land values and other

requirements, demonstrating that these targets are viable. The viability work included an assumption that Community Infrastructure Levy was introduced, and therefore is not directly relevant to the economics of housing development until that occurs. Accordingly, the policy will only apply once CIL has been introduced, and until then the targets set out in the Affordable Housing Supplementary Planning Document will apply. The Strategic Housing Market Assessment 2012 indicates the need for affordable housing is expected to amount to about 40% of the overall housing need. It is the Council's aspiration to meet this need.

- 4.4** However, we recognise the Local Plan must be deliverable, and the targets in WE2 reflect the current economic circumstances as well as contribute to the need for additional infrastructure contributions. Consequently, the affordable housing targets do not currently meet forecast need.
- 4.5** Recognising this and reflecting the great importance the Council places on the provision of affordable housing, the Council will keep viability under review and will seek to increase affordable housing targets where possible to reflect any improvements in the housing market and associated viability.
- 4.6** This may involve the full review of the Local Plan proposed every five years or so, or may involve a single topic quick review if necessary. A number of the site allocations are very large, and will be developed over a period of more than five years. In such a case, the Council will seek to include a requirement in their planning obligations that an alteration to the Local Plan site targets will lead to a review of their affordable housing requirements in future phases of development.
- 4.7** All housing developments which are of sufficient size should contribute to meeting the need for affordable housing. A threshold of more than 4 dwellings (i.e. 5 or more dwellings) will be used, reflecting the increased costs per dwelling of smaller sites. In order to reflect increasing viability as sites become larger, the target will be applied to the number of dwellings by which the site exceeds 4. This will be rounded to up to the next whole dwelling. The table below illustrates this approach on sites of up to 15 dwellings for the three targets.

Site Capacity	20% target	25% target	30% target
1-4	0	0	0
5	1	1	1
6	1	1	1
7	1	1	1
8	1	1	2
9	1	2	2

Site Capacity	20% target	25% target	30% target
10	2	2	2
11	2	2	3
12	2	2	3
13	2	3	3
14	2	3	3
15	3	3	4

- 4.8** The Council reserves the right to calculate the capacity of the site to accommodate dwellings where it considers that the development proposed is not an appropriate density specifically for the purpose of avoiding the affordable housing threshold. The Council may also consider the overall area and capacity of adjoining parcels of land where development is phased or subject to separate planning applications, where such parcels can be considered to make up parts of a larger site. Schemes including a significant proportion of non-residential floorspace will be considered on the basis of the numbers of dwellings proposed. Planning permissions will be subject to conditions or a planning obligation to ensure that the affordable housing remains affordable in perpetuity.
- 4.9** Where sites provide affordable housing the Council will encourage its provision within the site in order to promote the creation of inclusive communities. However, where it is appropriate the developer and Council may agree that affordable housing, including homes for the travelling community, are provided elsewhere. Such developer contributions will be through completed dwellings, land with residential planning permission, and/or financial contributions, which together permit the provision of the target number of affordable dwellings within the Teignbridge District Council area, without the need for external public funding.
- 4.10** Developers that wish to negotiate affordable housing provision below the target set out in this Document are strongly recommended to contact the Council in advance of making an application with the required information. Where a developer can prove that a site is unviable with the targets, this is likely to be where the site is subject to significant costs which are exceptional to that site and which reduce the financial viability of the development. The Council will then consider whether changes to the proposals are necessary in the interests of delivering appropriate development. If the affordable housing proportion delivered is below the Council's target, on sites of more than 100 dwellings; the Council will reassess financial viability every 3 years.
- 4.11** Changes to the scheme which improve viability will be considered by the Council during negotiations, including but not limited to reduced affordable housing provision, alterations to the mix, tenure split and scale of housing and changes to other planning and infrastructure requirements.

WE3 Retention of Affordable Housing

Affordable housing is required to have the following restrictions through planning conditions or obligations or another legally defensible limitation:

- a) the occupation is restricted to households in need of affordable housing in accordance with appropriate officially published criteria such as those used by the Housing Authority for social and affordable rent housing and the Homes and Communities Agency for intermediate housing;**
- b) the price or rent is limited to no more than 80% of the market levels in perpetuity. Where this is not possible, for example where the right to acquire applies, receipts must be recycled for alternative affordable housing provision;**
- c) where an acceptable registered provider cannot be secured to take ownership of affordable housing, a cascade of potential providers will be agreed, including registered providers, Teignbridge District Council, Community Land Trusts and finally sale with Devon occupancy restrictions; and**
- d) Custom build housing which meets a-c above will be considered affordable housing.**

- 4.12** Policy WE3 should be read in conjunction with the definition of affordable housing set out in the National Planning Policy Framework, and ensures that affordable housing is retained for those in need.

WE4 Inclusive Design and Layout

Housing sites to which policy WE2 applies should be developed to ensure the creation of inclusive, mixed communities as follows:

- a) affordable and market housing on a site should as far as practicable be visually indistinguishable from each other in quality, whilst allowing for buildings to be individual and have character;**
- b) affordable and market dwellings should be intermixed within the site, avoiding concentrations of affordable housing in any part of the site. Exceptions should be clearly justified;**
- c) affordable housing should be provided broadly in step with the market housing as the development progresses.**

- 4.13** The coalescence of affordable and market housing within a site can promote social inclusion. Best practice is to ensure that there is no visual distinction between different tenures. The policy sets out the key approaches to achieving this 'tenure blindness'.

WE5 Rural Exceptions

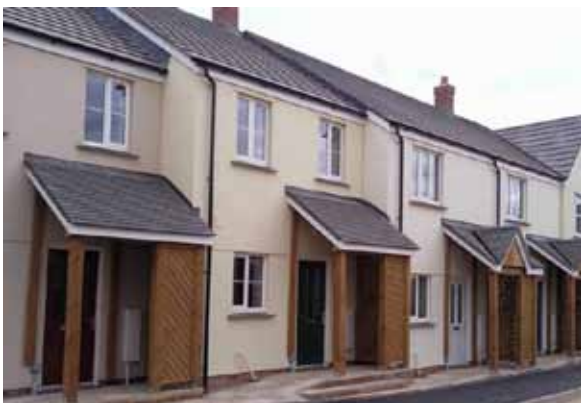
The development of a site for 100% affordable housing in rural settlements to meet

the needs of the local community will be permitted where:

- a) there is a proven need for affordable housing from households who have a strong local connection with the parish or an adjoining parish;**
- b) the site adjoins a settlement and does not have a disproportionate impact on local environmental or historical assets;**
- c) the type of affordable housing and the scale of provision are limited to meeting the proven local need;**
- d) a planning obligation is enforced which retains all the dwellings as affordable housing in perpetuity and gives priority to occupation by those with a strong local connection with the parish or adjoining parishes;**
- e) the price paid by the Registered Provider or other appropriate housing provider is limited to £10,000 per plot or £300,000 per hectare equivalent, whichever is least;**
- f) where there is a proven need according to criterion (a) but there is no available public grant to fund the affordable dwellings, the incorporation of open market housing on the site may be permitted, at the minimum amount required to fund the affordable housing provision if in accordance with the parish/neighbourhood plan if any; and**
- g) it can be demonstrated that the proposals are in a location or of a type that will not affect the integrity of a European site.**

4.14 The provision of affordable housing in rural areas is limited by the Local Plan's strategy which concentrates most housing development in the towns. An exceptions policy, which permits affordable housing outside settlement limits where there is a local need, is a longstanding policy which can make appropriate rural provision. The policy works because the land price is limited to lower than market value, a condition which is set out in the policy. Housing is required to remain affordable in perpetuity, with the exception of the parishes of Dawlish, Teignmouth, Kingsteignton, Newton Abbot and Kingskerswell, where any receipts must be recycled for alternative affordable housing provision. Housing Associations may also request that perpetuity restrictions are lifted in designated protected areas where restricted mortgage availability is demonstrated to be inhibiting the sale of affordable properties. All other requirements relating to the natural environment and rural communities apply for example green infrastructure and environmental assets.

4.15 The national reduction in grant for affordable housing has made the achievement of such exception sites, which rely on the grant, more difficult. Where there is a need, but no



housing association has the finance to develop a site, then the policy allows an element of cross subsidy from a small number of market dwellings on the site. It will be for the Housing Association to provide evidence of the need for such subsidy.

WE6 Homes for the Travelling Community

At least 70 pitches for gypsies and travellers will be provided for between 2013–2033.

Gypsy and traveller pitches and travelling show people plots are appropriate uses within the defined limits of settlements.

Proposals for additional gypsy and traveller pitches or travelling showpeople plots in the open countryside will be permitted provided that:

- a) in the case of Gypsy and Traveller pitches, there is not a five year supply of permitted or allocated pitches;**
- b) in the case of Travelling Showpeople plots, there is a proven need;**
- c) the proposed site is within approximately 30 minutes travel by means of public transport, walking or cycling of a primary school. Exceptions should be clearly justified;**
- d) occupation is limited to those meeting the definition of Gypsies and Travellers and Travelling Showpeople in the relevant national planning policy;**
- e) any business use proposed within the development does not exceed 50% of the developed area of the site, excluding storage requirements of travelling showpeople; and**
- f) it can be demonstrated that the site is in a location that will not affect the integrity of the South Hams SAC.**

4.16 National planning policy requires that adequate provision is made to meet the needs of gypsies and travellers, including maintaining a five year supply of available pitches. Teignbridge has carried out a review of the need which indicates a requirement for about 70 pitches over the 20 year life of the plan. The five year supply requirement is therefore about 18 pitches. There are (at 1st April 2012) planning permissions for 6 pitches which are yet to be completed and in addition a further 2 with planning permission. Therefore there is a need to allocate at least a further 10 pitches to meet this need. A site of 15 pitches is allocated at Haldon Hill (policy WE6A below) and a further 48 are required to be provided as part of the urban extensions at Exeter and Newton Abbot. There is no proven need for new plots for showpeople at present, although there has been some expressed interest from the community. Therefore no specific allocation is included in the Local Plan. It is recognised that there will be a need for public sites as well as private provision. This policy enables this provision. The provision of pitches within settlements is appropriate in principle, as for other forms of housing. Within the open countryside, proposals may be appropriate but only where there is no five year supply of available sites (i.e. adding up to 18 pitches) and subject to other appropriate criteria.

4.17 A Gypsy and Traveller pitch generally includes a piece of ground large enough to

accommodate a large static caravan, touring caravan, amenity building with sufficient space around it to provide a reasonable degree of privacy and allow for outside activities associated with the immediate domestic environment (e.g. children's play, laundry, sitting area) and parking and turning space. One pitch is likely to accommodate a single household.

- 4.18** A Showperson's plot generally includes a piece of ground large enough to accommodate a large static caravan, a touring caravan, possibly an amenity building with sufficient space around it to provide a reasonable degree of privacy and allow for outside activities associated with the immediate domestic environment (e.g. children's play, laundry, sitting area) and which may include space for the storage and maintenance of equipment as well as parking and turning space. One plot is likely to accommodate a single household.

WE6A - Middletree Park – Haldon

A site of 0.8 hectares at Middletree Park, Haldon is allocated as a Gypsy and Travellers' site of about 15 pitches, including a site office and appropriate landscaping. The site will be managed as a public site. Occupancy will be restricted to the travelling community who meet the gypsy and traveller definitions.

- 4.19** Middletree Park on Haldon Hill is a wooded site and has been a favoured area for our travelling community for many years. It is located close to the village of Kennford where there are a range of services and only a couple of miles from the city of Exeter. There is a bus stop close by and the site has good access onto a fairly quiet main road.
- 4.20** The site benefits from a willing land owner and funding has been received from the Homes and Community Agency to help bring the site forward. This is facilitated by Teign Housing, a registered provider (housing association) that will manage and run the site.

WE7 Custom Build Dwellings

To support prospective custom builders on sites of more than 20 dwellings developers will supply at least 5% of dwelling plots for sale to custom builders, which will be controlled by the following means:

- a) the Council may seek developments of more than 10 custom build dwellings in a single site location to be developed in accordance with an agreed design code;**
- b) planning permissions should include conditions requiring custom build developments to be completed within 3 years of a custom builder purchasing a plot; and**
- c) where plots have been made available and marketed appropriately for at least 12 months and have not sold, the plot(s) may either remain on the open market as custom build or be offered to the Council or a Housing Association before being built out by the developer.**

- 4.21** Custom Build housing is housing built or commissioned by individuals (or groups of individuals) for their own occupation. Because the Local Plan allocates mainly larger housing sites, without this policy it is likely that custom builders would struggle to compete for sites. The Community Infrastructure Levy Regulations include a definition of “self-build housing” as a dwelling built by (or commissioned by) someone to be occupied by them as their sole or main residence for at least three years. Self-build and custom-build are two names for the same product and therefore that definition should be used to interpret this policy.
- 4.22** In accordance with the National Planning Policy Framework the Council has collected evidence to understand demand for custom build. A leading land agent has provided figures indicating over 3,000 individual customers have paid subscriptions to search for residential plots in Teignbridge since 2001, indicating a high demand. By ensuring availability of custom build plots this policy helps local residents develop their own lower cost market housing, supporting the local economy by providing work for local builders and tradesmen, increasing the diversity of housing supply, and encouraging sustainable construction methods.
- 4.23** Custom build delivered as affordable housing in partnership with a Housing Association or other registered provider should comply with requirements set out in Policy WE3 of this plan.

WE8 Domestic Extensions, Ancillary Domestic Curtilage Buildings and Boundary Treatments

To ensure existing dwellings can be adapted and improved while complementing the character of existing residential areas and protecting the living conditions of neighbours, minor developments within residential curtilages such as extensions, outbuildings, other means of enclosure and renewable energy installations will be permitted if:

- a) the design and materials are complementary to the existing building;**
- b) in Conservation Areas the design and materials are also complementary to the character of the area;**
- c) the scale is appropriate to the existing building and would not:**
 - i. overdevelop the site or result in the provision of insufficient amenity space**
 - ii. result in the undue loss of outlook or light to habitable rooms of neighbouring properties**
 - iii. reduce the level of privacy enjoyed by neighbouring properties**
 - iv. have a dominant or overbearing impact on neighbouring properties or the street-scene**
- d) there is no net loss of any trees, hedgerows or other key features (e.g. stone boundary walls) which contribute to the character and amenities of the property and/or area;**
- e) compensatory provision for car parking, garaging, cycle storage, and refuse and recycling areas displaced by the development can be made where necessary; and**
- f) it can be demonstrated that the proposals are in a location that will not affect the integrity of the South Hams SAC.**

4.24 This policy provides more detailed guidance on domestic development such as extensions, to supplement the general criteria of policy S1 and S2.

WE9 Rural Workers' Dwellings

Dwellings for workers in agriculture, forestry or other rural business will be permitted in open countryside provided that:

- a) there is an essential functional need arising from the business for a full time worker to be housed on the site;**
- b) the business unit is of sufficient size to require a full time employee, is economically viable and has clear prospects of remaining so; and**
- c) there are no dwellings on the holding which could meet the need, and no such dwellings have been sold in the previous 3 years.**

Where a dwelling is permitted in accordance with these criteria, it will be subject to the following requirements:

- d) permission for a temporary dwelling will be granted for the first 3 years, in order to assess the longer term application of criteria a) to c) of this policy;**
- e) where a permanent dwelling is acceptable, a new building will only be permitted if an existing building suitable for conversion is unavailable and no such buildings have been sold in the previous 6 years;**
- f) the siting of new buildings should be grouped with existing buildings where possible;**
- g) the new dwelling is limited to a size to meet the established functional need;**
- h) the occupation of the temporary or permanent dwelling is limited to a person solely, mainly or last working in the business or in agriculture or forestry in the locality or a widow or widower of such a person and any dependant family;**
- i) the dwelling should be discreetly located and designed to reflect traditional Devon styles; and**
- j) it can be demonstrated that the proposals are in a location that will not affect the integrity of the South Hams SAC.**

WE10 Removal of Conditions Imposed on Rural Workers' Dwellings

The removal or variation of an occupancy condition on dwellings for agricultural, forestry or other rural businesses will only be permitted where:

- a) it was inappropriately imposed;**
- b) there have been significant relevant changes in circumstances since the condition was imposed; or**
- c) the business does not need the dwelling for its current or future labour needs and it has been offered on the open market for a reasonable period of time at a price reflecting the restrictive condition.**

- 4.25** There may be occasions where dwellings are required to support agricultural and other rural enterprises. However it is expected that such situations will be limited, given the general decline in agricultural employment. The policies set out guidance concerning new dwellings as well as proposals to remove the occupancy conditions on existing dwellings.

Infrastructure

- 4.26** The strategic approach to infrastructure is set out earlier in the Local Plan. A number of more detailed infrastructure issues are explained in this section and are taken up further in the various settlement chapters.

WE11 Green Infrastructure

To achieve the maintenance and expansion of a comprehensive green infrastructure network, promoting good accessibility to green infrastructure for all, the following will be promoted through determination of planning applications, infrastructure investments and by partnership working:

- a) providing new or protecting, and extending existing green infrastructure assets;**
- b) enhancing the functionality, quality, connectivity and accessibility of green infrastructure assets;**
- c) establishing and safeguarding a network of accessible, multi-functional green corridors for movement of people and species and the provision of eco-system services, as identified in the Teign Green Network strategy, Exeter area green infrastructure strategy and future green infrastructure strategies;**
- d) residential development will provide at least 10 square metres per dwelling of childrens' and young persons' play space plus any specific requirements set out in a site allocation policy;**
- e) provision of about 100 square metres per dwelling of other forms of green infrastructure, including playing pitches, allotments, parks, biodiversity enhancement and natural greenspace;**
- f) public open space should be designed as part of the overall green infrastructure and layout of the site, taking advantage of the potential for multiple benefits including enhanced play, wildlife, sustainable urban drainage, tree planting and landscape provision. The form and function of green infrastructure will reflect a site's characteristics, nature, location and existing or future deficits;**
- g) appropriate suitable alternative natural green spaces required by habitat regulations to relieve recreational pressure on European sites; and**
- h) strategic and detailed design requirements delivered as part of green infrastructure to mitigate for loss of foraging habitat and linear features used as flyways by Greater Horseshoe Bats will be identified in the proposed South Hams SAC Mitigation Strategy Supplementary Planning Document.**

- 4.27** Green infrastructure is a multi-functional network of complementary green spaces. It may include formal and informal play and recreation space, biodiversity and wildlife habitats, SUDS, food and fuel production, heritage and educational features, and cycling and

walking routes. It provides a wide range of environmental and socio-economic benefits including human health and well being, climate change mitigation and adaptation and other eco-system services.

- 4.28** The policy ensures that sufficient green infrastructure is delivered in accordance with the Teign Green Network Green Infrastructure Strategy 2011, Exeter Area Green Infrastructure Study 2009 for South West Exeter and Teignbridge Green Space Strategy 2009. The provision of public open space through development is a long standing and key objective of planning. The provision of play spaces for children and young people, which need to be close to the dwellings being served are set out in the policy and should be provided within new housing sites. In the case of the larger allocations, specific requirements may be included in the site allocation policies in addition. The other elements of public open space and green infrastructure are generally too large to be provided within housing sites, and will therefore normally be provided off-site through Community Infrastructure Levy or other appropriate investment, in appropriate strategic locations, unless a specific allocation in the Local Plan states otherwise. The basis for the standards in criterion d) and e) are taken from the Teignbridge Green Space Strategy, which set out separate 'per person' requirements for recreation facilities, and formal and informal green spaces. The policy converts the separate standards into one 'per household' requirement, separating them between those facilities that should be provided on site and those that could be provided off-site. See paragraph 5.29 for additional advice on the South Hams SAC mitigation strategy.
- 4.29** Green infrastructure provision and movement networks should consider the setting and access to heritage assets, safe management of any flood risk that would endanger users, and reducing opportunities for crime and anti-social behaviour. For example, by clearly defining boundaries between public and private space, and by ensuring open spaces and movement routes are appropriately overlooked.

WE12 Loss of Local Facilities

To maintain a range of accessible services within an area, the redevelopment or loss of retail, leisure, community, and other key local community and commercial facilities for another use will not be permitted unless one of the following criteria apply:

- a) there will continue to be a sufficient choice of that type of provision within the local area;**
- b) the existing use is causing a significant problem which can only be resolved with relocation and which outweighs the loss of that type of provision;**
- c) the proposed replacement use has significant benefits which outweigh the loss of that type of provision; or**
- d) it can be demonstrated that the use is no longer necessary or viable in the long term.**

- 4.30** Proposals involving the loss of local facilities will need to be carefully justified.

WE13 Protection of Recreational Land and Buildings

Development involving the loss of public or private open space, sports and recreational buildings and land, including playing fields, to an alternative use will not be permitted unless:

- a) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
- b) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; and**
- c) it can be demonstrated that the proposed development is in a location that will not affect the integrity of the South Hams SAC.**

4.31 This policy aims to protect all open space, sport and recreational land or buildings from redevelopment, with the exception of any sites allocated for alternative use. The Policies Map indicates the key areas protected by this policy, which also applies to all other such land. The policy sets out two possible reasons why a particular area of open space may be developed but none of these are likely to apply often, since the retention of such space is an important element of sustainable communities.

Quality Environment

EN1 Strategic Open Breaks

To maintain the physical separation of certain settlements, development within the following open breaks will be limited to that which retains their open character and their contribution to the settlements' setting:

Newton Abbot – Kingskerswell – Abbotskerswell – Torbay
Newton Abbot - Kingsteignton
Exeter – Exminster

Development proposals on open breaks will be subject to policy S22 and in addition will not be permitted if they result in:

- a) harm to the openness or landscape character of the area, including local views or would otherwise result in significant harm to settlements in their wider landscape setting, or
- b) loss of environmental or historical assets that individually or collectively contribute to local identity.

- 5.1** Certain settlements are close together, and there is pressure to develop within the gaps. Where these gaps are important to their character or are themselves of high environmental quality, the policy indicates that this open character should be maintained. Where a gap between settlements is already covered by a protective policy, for example the undeveloped coast policy, it is unnecessary to define these as strategic gaps as well.

EN2 Undeveloped Coast

The protection, maintenance and enhancement of the distinctive landscape and seascape character and ecological qualities of the undeveloped coast, will be a priority alongside the ecological and biodiversity considerations. Development which would have a detrimental effect on the character of the undeveloped coast and estuaries will not be permitted. New development will be regarded as inappropriate except where it has regard to the Shoreline Management Plan and:

- a) is a minor alteration in line with WE8; or
- b) is required for the purposes of agriculture or forestry or involves a use that requires a coastal location and by virtue of its scale, nature and location does not detract from the undeveloped character of the coast.

- 5.2** The Undeveloped Coast is defined on the policies map and is based on the extent of maritime and coastal influences, particularly its visibility from sea, coastline and estuary.
- 5.3** The open stretches of undeveloped coast have their own special character and, where possible, should remain open. Therefore there is a presumption against development

on undeveloped coast where a proposal does not have a demonstrable need to have a coastal location.

- 5.4** Development that requires a coastal location, including flood defences and measures to improve public access and enjoyment must conserve and enhance the distinctive coastal landscape and seascape qualities and character. The Shoreline Management Plan will be considered alongside this policy, which takes into account any adverse effects of sea level and on coastal erosion.

EN2A Landscape Protection and Enhancement

To protect and enhance the area's landscape and seascape, development will be sympathetic to and help to conserve and enhance the natural and cultural landscape and seascape character of Teignbridge, in particular in Areas of Great Landscape Value and within the setting of Dartmoor National Park.

Development proposals should:

- a) conserve and enhance the qualities, character and distinctiveness of the locality;**
- b) where appropriate restore positive landscape and seascape character and quality;**
- c) protect specific landscape and seascape, wildlife and historic features which contribute to local character and quality; and**
- d) maintain landscape and seascape quality and minimise adverse visual impacts through high quality building and landscape and seascape design.**

- 5.5** The landscape and seascape of the district will be protected for its intrinsic character and beauty, for its natural, historic and cultural interest and for its benefits to thriving agriculture, tourism and rural communities. Opportunities for restoring landscape and seascape quality will be taken where these are compatible with biodiversity and historic interests.
- 5.6** The District Landscape Character Assessment identifies Landscape Character Areas and describes their character, quality and key characteristics. Strategic guidelines and recommendations for each area are provided. Consideration of development proposals will have regard to the District's Landscape Character Assessment.
- 5.7** A high level of protection will be afforded to Areas of Great Landscape Value which are indicated on the Policies Map reflecting their locally recognised high scenic quality and sensitivity, and to the setting of Dartmoor National Park, reflecting its national designation. The areas defined as Undeveloped Coast are already protected for their specific landscape qualities, and therefore the Area of Great Landscape Value designation does not extend to within these areas.

EN3 Carbon Reduction Plans

Development proposals should seek to minimise their carbon footprint both during construction and in use, to achieve the carbon emissions target in policy S7. Major developments will be required to produce a carbon reduction plan to indicate how this could be achieved, and the implications for development viability, including consideration of materials, construction methods, design, energy, water, waste management, travel planning and carbon offsetting.

- 5.8** The strategic need to reduce carbon emissions is set out in policy S7. Developments are increasingly carbon efficient as a result of increasing energy efficiency, use of renewable energy and promotion of sustainable transport modes. There is a need for this momentum to accelerate in order to meet the strategic policy. Therefore, the Council seeks to maximise the opportunities for minimising energy use and securing carbon emission reductions in all new developments. As such, the council will require a carbon reduction plan for major developments (those for 10 or more dwellings or with 1,000 square metres or more of floor space) to test against the carbon reduction target set out in the Local Plan, and will then ensure that the development complies with the plan.
- 5.9** The target in Policy S7 is based on carbon emissions rather than on renewable energy generation, as this is the key issue leading to global climate change. A carbon reduction plan should indicate how the overall emissions associated with the development will be limited to 42% below the 2009 average within Teignbridge. As a guide, the average carbon emissions of a Teignbridge resident from domestic and transport uses in 2009 was 5.0 tonnes and therefore housing developers should aim for an emission of 2.9 tonnes per resident from those two sources.
- 5.10** The Council will proactively encourage, and where appropriate, facilitate together with partners, initiatives that will assist to make older houses and Park Homes more energy efficient.
- 5.11** The Council will work proactively with partners to facilitate measures to encourage fuel cooperatives throughout the district.
- 5.12** The plan could include the following evidence and actions:
- a) transport assessments, indicating the impact of location, travel plans and investment in sustainable transport modes;
 - b) the design of the buildings, taking account of building regulation requirements and any proposals to go beyond these, such as the use of Passivhaus designs, higher code for sustainable homes levels and BREEAM assessments;
 - c) provision of renewable energy within the site or to provide energy to the site, particularly where there may be the opportunity to provide district energy and heating systems on large scale proposals or where there are existing district schemes already planned nearby;
 - d) use of water and rain water harvesting; and
 - e) carbon offsetting, including investment in the energy efficiency of existing buildings, using nationally approved methodology and certification and/or Allowable Solutions into a local community energy fund.

EN4 Flood Risk

There will be a sequential approach to new developments (excluding minor developments) which guides development to areas at lower risk of river and coastal flooding. Where possible, developments should be sited in Flood Zone 1. Only if there is no available site in Flood Zone 1 which accords with the policies of the Local Plan, will locating the development in Flood Zone 2 and then Flood Zone 3 be considered. Where the regeneration or other sustainability benefits of a proposal can only be met on a site within flood zones 2 or 3 this will be taken into account in the sequential test.

Development within flood zones 2 and 3 which meets the sequential approach will be permitted only where it:

- a) provides wider sustainability or regeneration benefits to the community that outweigh the associated flood risk, taking account of the vulnerability of the proposed use to flooding;**
- b) demonstrates occupants' safety in a flooding event;**
- c) does not increase flood risk elsewhere; and**
- d) if relevant, takes account of the Shoreline Management Plan.**

In considering development proposals regard will be had to:

- e) the adequacy of existing water supplies, drainage, disposal arrangements, sewerage and sewage treatment facilities;**
- f) the need for surface water drainage systems, separate from all foul drainage systems; and**
- g) the use of sustainable drainage systems where ground conditions are appropriate.**

Planning permission will not be granted for any proposal which as a consequence of inadequate provision of water services or surface water drainage and disposal, would pollute the water environment.

5.13 Flood risk can originate from a number of sources including groundwater, surface water, coastal and river flooding. The Council would like to prevent flooding by limiting development in locations of flood risk. However, there will be occasions when development is appropriate in locations liable to flooding, subject to suitable mitigation measures being in place. The plan has been informed by Level 1 and Level 2 Strategic Flood Risk Assessments and Scoping and Outline Water Cycle Studies, which were carried out in collaboration with the Environment Agency and South West Water. The plan also takes account of The Flood and Water Management Act 2010.

5.14 The Local Plan defines settlement limits and allocates land for development in locations that are not considered to be affected by emerging Coastal Change Management areas being progressed through the South Devon and Dorset Shoreline Management Plan and the Exe Estuary coastal management strategy processes.



- 5.15** Future consideration will be given to the relocation of facilities within any finalised Coastal Change Management area.

EN5 Heritage Assets

To protect and enhance the area's heritage, consideration of development proposals will take account of the significance, character, setting and local distinctiveness of any affected heritage asset, including Scheduled Monuments, Listed Buildings, Conservation Areas, Historic Parks and Gardens, other archaeological sites and other assets on the Register of Local Assets, particularly those of national importance.

Development should respect and draw inspiration from the local historic environment responding positively to the character and distinctiveness of the area, important historic features, their settings and street patterns. Where appropriate development should include proposals for enhancement of the historic environment including key views and actions identified in Conservation Area Character Appraisals and Management Plans.

- 5.16** The towns and villages of Teignbridge have a rich and historic heritage. Features of architectural, townscape, archaeological and historic interest contribute to the identity of the settlements and countryside and can form important aspects of their current or future economic and social success. The policy will act with Policy S2 to ensure that new development takes full account of historic and heritage assets affected by it. The aim will be to incorporate such assets within development in a positive manner, although the weight to be attached to them will reflect their significance, and the positive benefits that come with the development being proposed.
- 5.17** In cases where there may be a loss of a heritage asset the Council may wish to satisfy itself that the developer has made appropriate provision for recording archaeological or other remains. It may impose a condition on a planning approval requiring the implementation of an appropriate programme of archaeological work.
- 5.18** The Council will encourage management and interpretation of sites of archaeological

interest. It will seek to identify such sites and discuss with interested parties the means by which this can be achieved.

- 5.19** The Council will act to positively manage the heritage assets and will consider the preparation of a Heritage Strategy, further Conservation Area Appraisals and Management Plans, a Register of Local Assets and a local Buildings at Risk Register.

EN6 Air Quality

To minimise harm to public health, the Council will act to improve the air quality of the district and meet national targets for air quality. Major developments which would be likely to have a negative impact on an Air Quality Management Area will be required to provide sufficient information to assess the impact. Where a significant impact is indicated within an existing Air Quality Management Area or which could itself result in the declaration of an additional Air Quality Management Area, the development will be required to mitigate negative impacts through the production and implementation of a tailored Low Emission Strategy which proposes management and other measures including implementation of relevant proposals within the Air Quality Action Plan.

- 5.20** Two specific forms of pollution covered by the relevant environmental legislation are of concern within Teignbridge, nitrous oxides and microscopic particles (known as PM10). These are primarily caused by traffic movements. Where one or other of these exceeds national levels, an Air Quality Management Area must be declared, and this is then followed by an Air Quality Action Plan which includes proposals to reduce the impacts.
- 5.21** As of 1st April 2013 there are four Air Quality Management Areas in Teignbridge, in Newton Abbot/Kingsteignton, Kingskerswell, Dawlish and Teignmouth.
- 5.22** Impact on air quality is important because of the potential health impacts of the pollutants above the national target levels, and therefore the plan provides an opportunity to consider the impact of development on air quality.

EN7 Contaminated Land

Developments on land which is on or likely to be affected by known or suspected contaminated land or has a proposed use which is particularly vulnerable to contamination will require a contaminated land assessment before development is permitted. Where the assessment identifies an adverse environmental or health impact appropriate and sufficient remedial measures for its intended use will be required, to ensure the site is not harmful to human health, the environment or property in the short or long term.

- 5.23** The presence of contaminants on land which is developed can cause health or

environmental problems for the development, and it is therefore good sense to resolve such issues during the planning phase. Therefore where there may be contamination on a site, a Phase 1 Contaminated Land Assessment should be carried out. Also, because of the widespread potential occurrence of contamination, the possibility should always be considered when particularly sensitive uses are proposed, such as dwellings, schools, nurseries and allotments. This will involve a walkover by a qualified person and a desk based assessment. Where this Phase 1 survey indicates potential risk, then more detailed assessments will be required and, if necessary, a remediation strategy to be approved and implemented as part of the planning application.

EN8 Biodiversity Protection and Enhancement

The Council will work with statutory and other partners to protect, enhance and restore the biodiversity of the area, as follows:

- a) ensure that decisions on development are taken in the light of proportionate biodiversity information and assessments about the site;**
- b) seek net increases in biodiversity in association with new development through habitat enhancement and creation, and through the introduction of appropriate biodiversity offsetting measures;**
- c) investment in habitat management and creation particularly within important existing habitats, green infrastructure networks, and other priority areas;**
- d) minimise fragmentation and maximise opportunities to provide more, bigger, better and connected habitats, particularly of local, regional or national priority (including connections to those outside the Plan area);**
- e) identify and map components of the local ecological networks, prioritising areas of growth e.g. the Heart of Teignbridge;**
- f) apply policy EN9 to the protection of existing biodiversity and the approach to mitigation and compensation;**
- g) development proposals where the principle objective is to conserve or enhance biodiversity or geodiversity will be supported in principle; and**
- h) recognise ecosystem services and the benefits they provide.**

5.24 Maintenance and enhancement of biodiversity is a key element of sustainable development, and this policy promotes action to achieve this. The policy relates to decisions on development as well as investment in habitat creation. The use of Community Infrastructure Levy and other sources of funds will be co-ordinated to best effect and the Council will look to appropriate locations to enhance identified priority areas.

5.25 The policy has implications for the design and layout of new development, and will be an important input into the design of green infrastructure in particular. As a local authority and a land owner, the Council has duties to protect and conserve European wildlife sites and other biodiversity. In meeting this duty the Council will seek to secure the longterm management of areas of land for biodiversity, including by facilitating acquisition by an appropriate body. Key areas of land important in supporting the special interest of European wildlife sites will be identified as strategic allocations for habitat enhancement.

- 5.26** There may be cases, usually for less important habitat types, where their loss is necessary for reasons of overriding public interest, in which case compensation in the form of biodiversity offsetting will be required. Biodiversity offsetting will be delivered through working with developers, landowners and other partners. It will be delivered primarily through necessary investment, including in appropriate cases through Section 106 agreements.
- 5.27** Biodiversity is not limited by administrative boundaries so the Council is working with statutory and other partners to ensure biodiversity is planned for at a landscape-scale e.g. through the Local Nature Partnership for Devon and the South Devon Green Infrastructure Partnership.

EN9 Important Habitats and Features

To protect and enhance existing areas of biodiversity and geodiversity, development proposals will take account of the importance of any affected habitats or features, taking account of the following hierarchy of sites:

- a) internationally important sites including existing, candidate or proposed Special Protection Areas, Ramsar sites, Special Areas of Conservation, European Marine Sites plus sites required as compensatory measures for adverse impacts on such sites;**
- b) nationally important sites including Sites of Special Scientific Interest, National Nature Reserves and Marine Conservation Zones;**
- c) locally important sites including county wildlife sites, local nature reserves, ancient woodlands, county geological sites, and other identified priority habitats;**
- d) the network of linear and other linking features important for wildlife movement and climate change adaptation, including wider identified priority areas; and**
- e) other areas of land or features of value to biodiversity.**

Development which would be likely to directly or indirectly harm such a site or feature will not be permitted unless, taking account of the weight to be attached to the site's protection:

- f) the public interest benefits of the development outweigh the harm;**
- g) the benefits cannot be provided through an alternative, less harmful location, design or form of development;**
- h) losses are mitigated where possible;**
- i) any unavoidable losses are fully compensated; and**
- j) for internationally designated sites favourable conservation status must be maintained.**

Development which includes or impacts any such site or feature will be required to include measures to protect, manage and enhance it where possible.

- 5.28** Specific sites are identified at international, national and local level for their biodiversity and geodiversity importance. Their protection will be pursued through the planning system, taking account of their relative importance. It is a legal requirement that development affecting an International Site as defined in the policy is subject to Appropriate Assessment. This may require involvement of the Secretary of State.

EN10 European Wildlife Sites

European Wildlife Sites including Dartmoor, South Dartmoor Woods, South Hams, Exe Estuary, Dawlish Warren, East Devon Pebblebed Heaths and Lyme Bay to Torbay will be protected. Development that is likely to have a significant effect on the integrity of a European Wildlife Site will be subject to assessment under the Habitats Regulations 2010 and will not be permitted unless adverse effects can be fully mitigated and/or compensated. Further specific requirements are set out below.

Roosts, strategic flyways and sustenance zones for greater horseshoe bats, which constitute the special interest of the South Hams Special Area for Conservation, will be protected and, where possible, enhanced to reflect the specific requirements of that species. In locations within or adjoining such roosts, strategic flyways and sustenance zones, there may be the need to include protection zones or remove certain permitted development rights (particularly lighting and wind turbines) to protect their continued use. Additional financial contributions and other measures, in line with the Joint Interim Approach or equivalent, will be required from new development to enable management and other mitigation measures at the Exe Estuary and Dawlish Warren. Where evidence emerges, a similar approach will be used for other European sites, for example the Pebblebed Heaths and Dartmoor.

As set out in policy EN9, the most important sites for biodiversity are those identified through European Directives. A Habitat Regulations Assessment (HRA), required under the Habitats Directive, has been undertaken on the policies within the Local Plan to ensure there will not be an adverse impact on any such site. Additionally, it is a requirement under the Habitat Regulations that any development proposals which may have an impact on a European Site are subject to further assessment in order to avoid harm to those sites.



5.29 The greater horseshoe bat is a European protected species and a significant proportion of the British population is contained within a series of caves in the Teignbridge, Torbay and South Hams area. These caves are a designated Special Area of Conservation and have very strong protection (as set out above). This species has particular needs and there are particular roosts, flyways and foraging areas which they use. They are very sensitive to changes in these areas, and therefore it is important that the areas are identified and protected, and if possible their potential enhanced. Further, more detailed, guidance has been prepared by Natural England, the 'South Hams SAC - Greater Horseshoe Bat Consultation Zone Planning Guidance' which indicates the location of these zones. The Council, in collaboration with the other planning authorities with responsibilities for the South Hams SAC, will prepare and publish, as a supplementary planning document (SPD), a Greater Horseshoe Bat Mitigation Strategy. This will eventually replace the above guidance published by Natural England. The proposed Mitigation Strategy SPD will identify the requirements for and provision of measures necessary to mitigate the likely affects of all types of developments (both alone and in combination with other projects) in all areas where there could be an adverse affect on the integrity of the South Hams SAC. Bespoke mitigation plans will be produced at the settlement level for Chudleigh, Bovey Tracey and Kingsteignton to provide a clear policy basis for developers who bring forward development in these locations, in order to ensure the South Hams SAC is protected with respect to in-combinations impacts from development proposed in the Plan.

5.30 The Exe Estuary, Dawlish Warren and Pebblebed Heaths European Sites are subject to recreational pressure, being attractive and accessible locations for various forms of sport and recreation. The HRA has concluded that additional housing will result in extra recreational impact on these sites. It further concludes that, in many cases, this can be mitigated effectively by management measures and the provision of alternative locations for recreation. Therefore additional financial contributions will be sought from new development towards management and other measures to protect these areas. A Joint Interim Approach to this has been agreed with East Devon and Exeter councils. The provision of alternative greenspace at South West Exeter and Dawlish is part of the strategy for this mitigation, and these are considered to be critical infrastructure within the Infrastructure Delivery Plan which supports this Local Plan. For some planning proposals, especially those close to the Estuary or Warren, a financial contribution alone will be insufficient to fully mitigate impacts and in such cases additional mitigation may be required, or refusal may be necessary.

EN11 Legally Protected and Priority Species

To protect and expand the presence of legally protected and S41 List priority species, development which would be likely to directly or indirectly harm such a species will not be permitted unless:

- a) sufficient up to date information is available on which to base a decision;**
- b) the public benefits of the development outweigh the harm;**
- c) these benefits cannot be provided through an alternative, less harmful location, design or form of development;**
- d) appropriate mitigation and compensation is provided to offset any harm to the species and their habitats; and**

e) for legally protected species favourable conservation status is maintained.

Where appropriate, proposals should consider including opportunities for species within the built environment, for example bird, bat and invertebrate boxes.

5.31 Both within and outside specifically protected habitats, there are a wide variety of species which are protected by law, at an international and national level. Priority species of principle conservation importance (i.e. those listed in accordance with S41 of the Natural Environment and Rural Communities Act 2006) receive protection under national planning policy. The level of protection will therefore vary according to their importance. The impact of development can be positive or negative, depending on its location, design and provision of mitigation. The policy seeks to ensure that development brings positive benefits to biodiversity. For example, specific areas for Gird Bunting habitat creation and enhancement could be provided away from existing settlements.

EN12 Woodlands, Trees and Hedgerows (previously Trees and Hedgerows)

Development should contribute to the protection and enhancement of woodlands, trees and hedgerows in the area. The loss of woodland, healthy trees and hedgerows with visual, historic or wildlife importance will be resisted. Particularly strong protection will be given to ancient woodland and aged or veteran trees.

Development proposals should:

- a) incorporate important woodlands, trees and hedgerows into the overall design and landscape scheme wherever possible;**
- b) prevent damage to root systems and ensure a satisfactory spatial relationship between trees and hedgerows and new development, taking account of expected future growth;**
- c) where possible incorporate retained trees and hedgerows within public open space rather than private space to safeguard their long-term management;**
- d) ensure protection measures before and during the development process and appropriate management and protection thereafter; and**
- e) take opportunities for new planting consistent with landscape, wildlife and historic interests.**

5.32 Woodlands, trees and hedgerows are a critical component of local environmental quality and often important for their landscape and visual amenity, wildlife and historic interest. They are important green infrastructure assets that contribute to the local and strategic green infrastructure network. Consideration of development proposals will have regard to the District's relevant Supplementary Planning Document.

Heart of Teignbridge

- 6.1** The 'Heart of Teignbridge' is the collective name for Newton Abbot, Kingsteignton and Kingskerswell and the adjoining urban area. The name reflects the important role the area plays in the functioning of the district as the main area for employment, culture and community facilities in Teignbridge.
- 6.2** The 'Heart of Teignbridge' has an overall population of over 42,000 people, of which approximately 24,500 are of working age and provides 19,000 jobs. It is also:
- the largest market town area in Devon
 - strategically located between Torbay and Exeter
 - an important transport hub with the busiest mainline rail station in Devon outside Exeter and Plymouth, with a rail link to Torbay. It has excellent road transport links with Plymouth and Cornwall via the A38, Torquay and Exeter via the A380 and A38 and on to the M5
 - within easy reach of Dartmoor and the coast
 - an area built on industry
 - an area with internationally important mineral reserves of Ball Clay
 - the area with the greatest level of housing need in the district
- 6.3** The level of growth at the Heart of Teignbridge will be transformational, bringing in more job opportunities, cultural facilities, social and community infrastructure, improvements to the transport network and homes to meet the needs of all of our communities.
- 6.4** There are a number of strategic issues that affect the wider Heart of Teignbridge area and the following policies should be read in conjunction with the place specific policies for Newton Abbot, Kingsteignton and Kingskerswell.

HT1 Heart of Teignbridge – Movement

To improve connectivity and accessibility within the Heart of Teignbridge the following proposals will be supported:

- a) comprehensive walking and cycle routes that connect within the Heart of Teignbridge and to nearby towns and villages;**
- b) new road infrastructure to support new growth areas and improve accessibility within the Heart of Teignbridge and to main road networks;**
- c) realignment of the A382 Bovey Tracey road between Newton Abbot and Drumbridges roundabout at the A38 and separate cycle lanes;**
- d) consider the feasibility and need for an additional A380 junction into Buckland once the South Devon Link Road has been completed;**
- e) a new road between the A382 Bovey Tracey Road and the committed road proposals at Kingsteignton;**
- f) Jetty Marsh Phase 2 link road;**
- g) measures to improve air quality;**
- h) new crossings of major transport networks including:**
 - i. pedestrian and cycle crossing of the A38 near Drumbridges roundabout and**

- Stover Country Park;**
- ii. **an extension of the pedestrian bridge at Newton Abbot rail station to Forde Road;**
- iii. **Aller Brake to Decoy pedestrian and cycle link across the South Devon Link Road;**
- i) **support for rail improvements including:**
 - ii. **increased use of freight on rail and safeguarding of sidings at Hackney Marshes;**
 - ii. **support enhancements to the Newton Abbot rail station forecourt and pedestrian links to the town centre;**
 - iii. **support for the reopening of a rail station at Kingskerswell, including associated infrastructure and facilities;**
- j) **improve public transport through:**
 - i. **more frequent, attractive and easily accessible bus routes connecting to the new developments with existing town and village centres, rail station and employment areas;**
 - ii. **maintaining and supporting enhancement of existing public transport links to Exeter, Plymouth and Torbay, to the towns and villages within the district and to the towns and villages in neighbouring districts;**
- k) **investigate the potential for:**
 - i. **park and ride or park and change facilities on the main routes into the Heart of Teignbridge, including a coach parking area;**
 - ii. **a freight transfer station on the A38 and/or the A380 transport corridor;**
 - iii. **an alternative area for a bus terminus in Newton Abbot, close to the town centre shops; and**
- l) **where it can be demonstrated for the above proposed movement routes that there will be no adverse effect on the integrity of the South Hams SAC.**

- 6.5** The highway network capacity has been modelled by Devon County Council. The realignment of the A382 between Newton Abbot and Drumbridges is considered necessary to improve the capacity of the existing lanes to ensure that the road can accommodate the future growth and to provide opportunities for new cycle links. The approved scheme for Jetty Marsh Phase 2 link road will help to improve the road network into Newton Abbot, making it more resilient and allowing traffic to flow more freely.
- 6.6** A new link road between the A382 Bovey Tracey Road and the road improvements at Newcross in Kingsteignton will assist in alleviating the pressure at Balls Corner and creating a more resilient road network. The exact route needs further investigation, taking into account potential constraints such as listed structures, the River Teign and its flood plain, clay reserves, the Templer Way and Stover Canal, the Heathfield Branch line and foraging areas and flyways used by Greater Horseshoe Bats. This link is a long term aspiration, which will be considered at each review of the Local Plan. An alternative approach to a new road is being investigated by Devon County Council, which includes minor alterations to the existing road network to improve width and the introduction of a separate footpath and cycle link alongside the Causeway.
- 6.7** Following completion of the South Devon Link Road, scheduled to be at the end of 2015, an assessment should be undertaken to consider the feasibility and need for an additional A380 junction into Buckland.

6.8 To encourage healthy, active lifestyles a comprehensive cycle network around the Heart of Teignbridge is proposed. Teignbridge District Council and Devon County Council have worked closely on the development of an Aspirational Cycle Map, in consultation with the Teignbridge Cycle Forum. It presents a hierarchy of aspirational routes for the Heart of Teignbridge area based around the following definitions:

Primary Routes will, where possible:

- a) be fast and direct;
- b) be high quality and separated from cars – either off road or on quiet roads;
- c) offer uninterrupted paths, or minimal stops where possible;
- d) use clear, high quality signage;
- e) provide links between key outlying towns and Newton Abbot town centre; and
- f) proposed primary corridors link Newton Abbot to Bovey Tracey, Kingsteignton, Teignmouth, Kingskerswell and Torbay and Totnes. Several primary routes may be identified within a single corridor where several options exist, and will be refined through detailed design

Secondary Routes will, where possible:

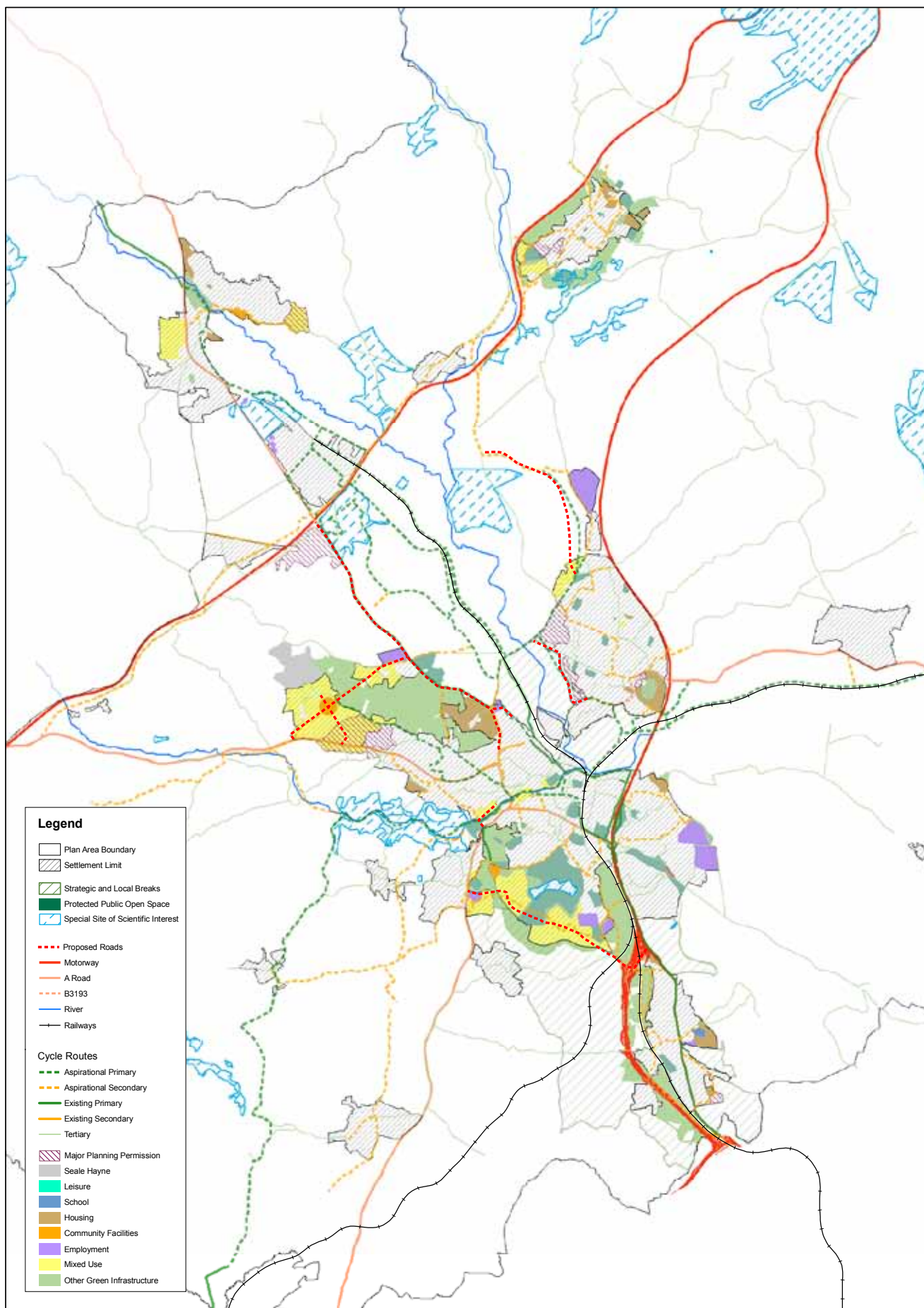
- a) be high quality connecting routes from the primary routes to major destinations including major development and employment areas, schools, hospitals and transport hubs; and
- b) use clear, high quality signage

Tertiary Routes will, where possible:

- a) be quiet roads;
- b) link to the primary and secondary routes; and
- c) tertiary routes will be lightly trafficked roads which connect to the primary and secondary network. They will be suitable for less confident cyclists without being dedicated off-road routes

6.9 The map shows the primary and secondary routes. Routes are indicative and subject to detailed design. All new developments will require appropriate cycle and pedestrian routes within them and connect to the primary and secondary network.





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**Teignbridge Local Plan 2013-33
Key Diagram of Heart of Teignbridge**



- 6.10** The improved transport network for the Heart of Teignbridge, which will include the South Devon Link Road, also supports connections with, and the growth of Torbay.
- 6.11** The Devon Metro study, commissioned by Devon County Council and Torbay Council, considered the re-opening of Kingskerswell station to be unviable, with a new station at Edginswell a more attractive option. While a reopened station at Kingskerswell is not likely in the early part of the plan, there may be opportunity at the latter end and support will be given to any proposals for new buildings and any car parking facilities in relation to a station.
- 6.12** The Heart of Teignbridge contains two Air Quality Management Areas. The policy supports any proposal or initiative which helps to improve air quality in those areas. The plan encourages the use of more sustainable forms of transport, improved frequency of public transport and reducing the need to travel. Along with advances in technology to reduce vehicle emissions significant improvements to air quality could be made.
- 6.13** Further work is required on other initiatives which could help to ease movement around the Heart of Teignbridge. A park and ride or park and change site could be co-located with other uses such as employment or leisure, subject to viability. The main road corridors into the Heart of Teignbridge are the most appropriate areas for considering such a facility.
- 6.14** Freight management measures such as a consolidation centre could play an important role in reducing the impact of heavy goods vehicles emissions within three of the Council's Air Quality Management Areas. However there may need to be further investigation of other potential locations close along the A380 and A38 corridors to allow a flexible approach to the delivery of a freight transfer facility.

HT2 Heart of Teignbridge – Education

To improve educational attainment and adult learning within the Heart of Teignbridge the following facilities will be supported:

- a) extension of existing primary schools at Kingskerswell, Bradley Barton, Highweek and Haytor View;**
- b) three new primary schools, to the south and west of Newton Abbot and in Kingsteignton;**
- c) support for extensions and improvements to Teign School Academy, Newton Abbot College and Coombeshead Academy, and investigate opportunities for community use of the site and facilities outside school hours;**
- d) new secondary provision at Newton Abbot, adjacent to a new primary school or as part of an all-through school;**
- e) Newton Abbot Skills Centre Phase 2 at Collett Way;**
- f) new vocational training facilities;**
- g) new free schools or academies; and**
- h) where it can be demonstrated that the above proposed educational facilities are in locations that will not affect the integrity of the South Hams SAC.**

- 6.15** The proposed level of population growth generates a need for the provision of new education facilities for all age groups, including opportunities for re-skilling. There are no current proposals for free schools, but the policy supports the principle, subject to consideration of potential impacts such as access, impact on adjacent uses, design and outdoor play space.

HT3 Heart of Teignbridge – Green Infrastructure

To support the social and cultural needs of residents and visitors the delivery of the Heart of Teignbridge green infrastructure strategy will be supported, including the following proposals:

- a) seek no net loss of green infrastructure through development;**
- b) creation of a network of continuous strategic green corridors, including by enhancing existing and creating of new multifunctional green spaces;**
- c) identify areas to protect strategic flyways, foraging areas and breeding habitats of protected species;**
- d) create a strategic network of high quality habitats to protect, buffer and/or connect existing areas, including within urban areas;**
- e) creation of a comprehensive network of walking and cycling routes for utility, recreation and health promotion;**
- f) protection and enhancement of strategically important parks and open spaces including Decoy Country Park, Stover Country Park, Forde Park and Courtenay Park;**
- g) create an Aller Valley Country Park at Kingskerswell including pedestrian and cycle links to Newton Abbot and Torbay;**
- h) opening up the River Lemon through Newton Abbot town centre;**
- i) protection, enhancement and buffering of waterways and their associated floodplains;**
- j) take opportunities to use semi-natural areas for recreational and educational uses, where appropriate;**
- k) promote provision of accessible and connected green spaces to local communities that have poor provision of open space and/or poor access to active recreation facilities;**
- l) increased tree planting in urban areas, along main transport corridors, and landmark planting on prominent hilltops and within development;**
- m) allotments within allocations and support for community led garden schemes and orchards;**
- n) promote the inclusion, restoration and conservation of heritage assets within green spaces; and**
- o) provision of the strategic mitigation identified in the proposed South Hams SAC Mitigation Strategy SPD, required to address the ‘in combination’ effects of development on Greater Horseshoe Bats within the Heart of Teignbridge.**

- 6.16** The growth of the Heart of Teignbridge should not be to the detriment of the natural environment or rich biodiversity within the area. Although the plan identifies Greenfield

sites for development, which will displace some natural features and wildlife, the overall aim is to improve the natural environment in tandem with development.

- 6.17** The Heart of Teignbridge green infrastructure strategy covers a broad area that includes the Bovey basin and contains initiatives not specifically set out in the Local Plan. It provides the framework for the Heart of Teignbridge allocations and proposals should have regard to all aspects of this strategy. See paragraph 5.29 in relation to the proposed South Hams SAC mitigation strategy.
- 6.18** While the Heart of Teignbridge as a collection of settlements is strategically significant, it is also essential that we recognise the individual places and help maintain their individual identities. To do this, we have created place specific policies that we feel will collectively reinforce the role of the Heart of Teignbridge and individually deliver local level community aspirations and visions.

Newton Abbot

- 7.1** Newton Abbot is the largest town within the district. It is a focal point for transport, employment, education, homes, culture and recreation. The town does experience a lot of out-commuting for work and is constrained by flood plains, topography and ball clay reserves. It is also within an area of abundant wildlife, biodiversity and attractive landscape. The plan seeks to balance these issues with the opportunities to reinforce the role of the town within the Heart of Teignbridge and also within the district. Policy S14 sets out the strategic policy and vision for Newton Abbot. The key proposals for Newton Abbot are:
- to reinforce the role of the town as the strategic centre for the district
 - improve the existing transport infrastructure and creation of new links, with particular emphasis on sustainable transport
 - provide more employment sites to reduce the level of out-commuting, encourage new businesses into the area and retain existing businesses;
 - improve training and skills opportunities
 - enhance and expand the town centre to meet future shopping needs, improve the cultural offer and create a more attractive environment
 - create a comprehensive green infrastructure network across the town and linked to nearby settlements and countryside
 - allocate enough sites to meet the housing needs of the community
 - reduce carbon emissions
- 7.2** A new leisure centre and playing pitches are required to meet the growing needs of the residents of the Heart of Teignbridge and adjoining communities. An exact location has not yet been identified and is therefore not included on the policies map. However, a new facility will be supported through this plan. Subject to the proposed location, there could be potential to consider co-location with a park and ride/park and change facility to make the most effective use of the land.
- 7.3** The following strategic site allocations have been designed to deliver the vision for Newton Abbot.

NA1 Houghton Barton

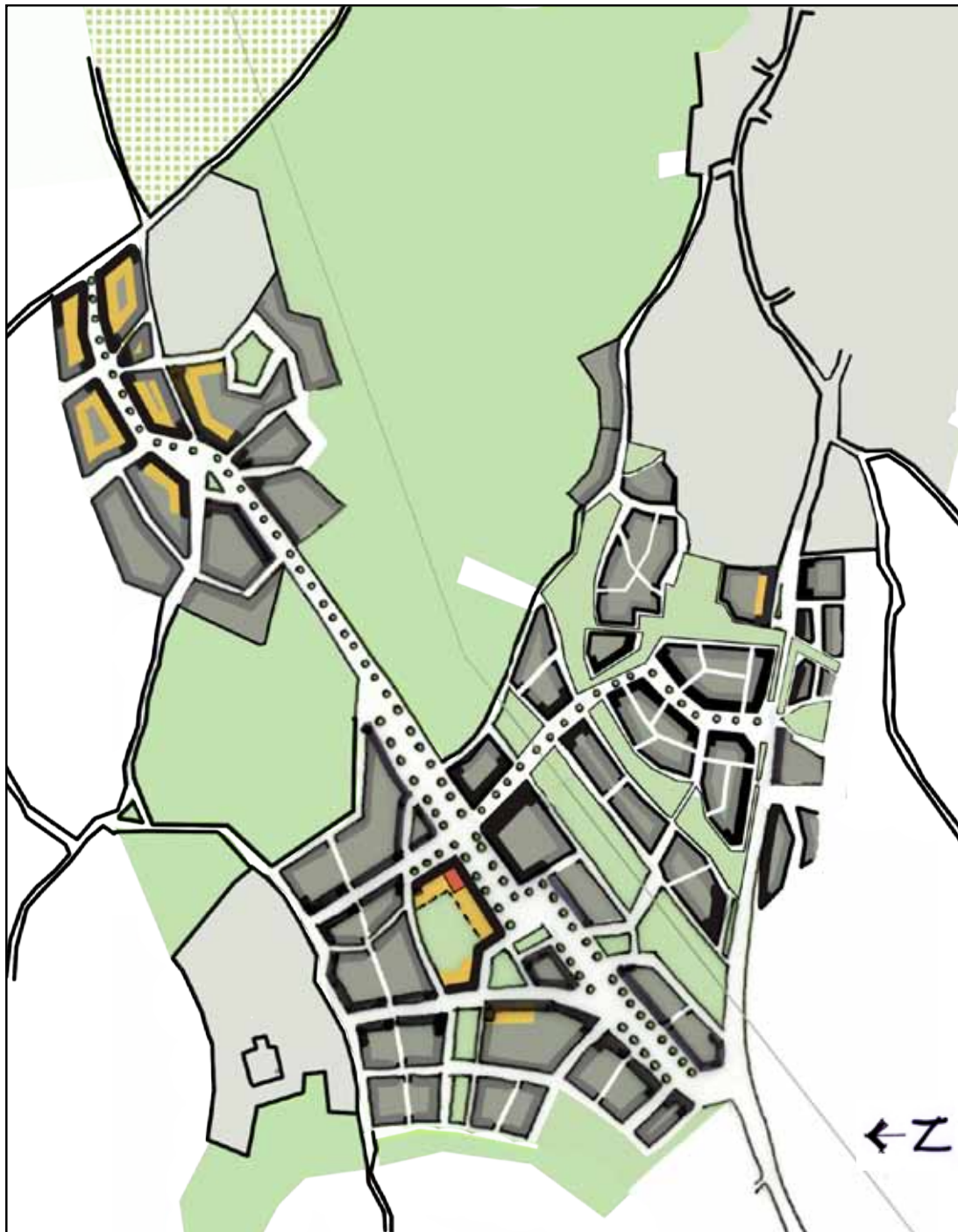
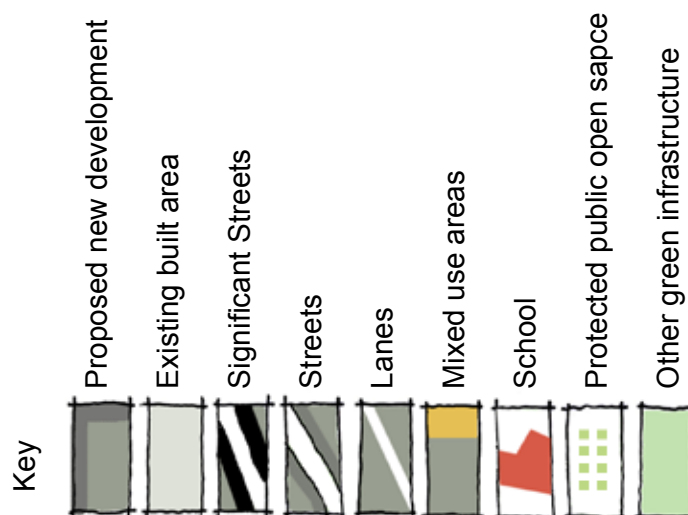
A site of approximately 160 hectares is allocated at Houghton Barton to deliver a sustainable, high quality mixed-use development which shall:

- a) include a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders;**
- b) deliver 18 hectares of land for employment development, for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of unit size to enable businesses to start up and expand; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses;**

- c) deliver at least 1,800 homes with a target of 20% affordable homes
- d) secure delivery of 24 Gypsy and Traveller pitches;
- e) provide land and buildings for social and community infrastructure accessible to all, including land for a children's centre, local shops, community facilities and a site of 1.9 hectares for one new 420 place primary school including early years provision;
- f) create a vehicular route connecting the A382 with the A383;
- g) provide high quality designed landmark developments as the gateways to the town along the A382 and A383;
- h) create a network of green infrastructure that contributes to the overall strategic network;
- i) protect and positively enhance biodiversity habitats for greater horseshoe bats sustenance zones and flyways;
- j) maximise opportunities for either the generation of on-site renewable energy at a domestic scale or community scale renewable energy generation;
- k) create areas for local food production;
- l) support proposals that protect the long-term use and setting of the listed buildings at Seale Hayne and enable the campus and uses on site to form part of the new community;
- m) provide formal and informal recreation space within the development;
- n) avoid sterilisation of ball clay resources or prevent future extraction and areas for tipping of spoil; and
- o) a bespoke Greater Horseshoe Bat mitigation plan for Houghton Barton must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area and flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.

- 7.4** Houghton Barton is the largest proposal within the Heart of Teignbridge and provides an opportunity to create a sustainable neighbourhood for Newton Abbot. The allocation has been shaped by green infrastructure corridors and a design led masterplanning workshop. The allocation of land for employment uses at Forches Cross does not preclude the extraction of minerals in this location in the longer term, where employment buildings can feasibly be removed at the end of their operational life.
- 7.5** As a strategic site with the need to deliver key infrastructure, a mix of uses, a number of land ownerships, and many issues to be balanced it is essential that the area is planned as a whole. The 'Extension Report' produced following the masterplanning workshop contains principles and guidelines that shall form the base of the comprehensive masterplan. It is acknowledged that developments will be brought forward in smaller parcels. However, it is essential that key infrastructure for roads, wildlife and community facilities are properly planned for and safeguarded.
- 7.6** The workshop helped to refine the concept plan and identify locations for potential uses. An indicative illustration is attached based on the output from the workshops but refined

NA1 Houghton Barton



to take into account other evidence, particularly relating to greater horseshoe bats and the need to protect potential foraging areas. Note: Additional land for employment has been added in the Forche's Cross area as an Inspector's Recommended Main Change.

- 7.7** The provision of a new hub at the centre of the development will help to create a sense of place and provide for a mix of uses. It will also be the focal point for the area with community facilities such as a new school, shops, jobs and community buildings. The location of the hub on the plan is indicative but is considered to be appropriate, as it would be within easy walking distance for the majority of the residents. A site of 1.9 hectares is currently the maximum requirement for a 420 place primary school.
- 7.8** The site lies within an area surrounded by features that have been identified in Natural England's South Hams Special Area of Conservation (2010) as being of particular importance for greater horseshoe bats. Any applications for development may need to be accompanied by an Appropriate Assessment and a Habitats Regulations Assessment may be required. The green infrastructure corridors through the centre of the allocation will be for habitat enhancements for greater horseshoe bats. Proposals should consider landscaping schemes that reinforce the character of Newton Abbot, including wooded hilltops and tree planting within the neighbourhoods. The green infrastructure corridors also help to protect the setting of the listed buildings at Seale Hayne, provide green connections to Whitehill and Daracombe Beacon, and protect wildlife corridors.
- 7.9** Development of the site will have a direct impact on at least one cirl bunting breeding territory and three territories were recorded in the area in 2009. Appropriate mitigation will be required and opportunities to support the recovery of the species in the area should form part of proposals.
- 7.10** The main streets within the development should be designed for low speeds (30 mph) and be suitable for all users. The alignments shown on the plan are indicative and the exact routes will be the subject of further work. The route of the road will also need to be designed to take account of potential bat flyways and foraging areas, the need to create dark corridors and avoid a negative effect on the integrity of the Special Area of Conservation. Consideration will need to be given to off-setting for the loss of any foraging areas.
- 7.11** The provision of the road and delivery of sustainable travel infrastructure is critical for this development. The site is outside reasonable walking distance from the town centre and main transport hubs of the rail station and bus terminus. It is therefore essential for this development to be considered as sustainable that it is served by a frequent bus service and forms part of the wider cycle network. The road between the A382 and A383 is also essential to improve capacity of the A383 and reduce traffic through Highweek.
- 7.12** To the east of the allocation the Ringslade quarry is still being worked. It is unclear whether the quarry will be completely worked out and restored within the life of this plan. The minerals permission for the site requires restoration of the site to lake, grassland, woodland and wetland habitats. If the site is fully worked proposals for water based recreation would be supported in principle on the site.

- 7.13** An area has been identified around the Seale Hayne campus to support the future use of the site. This area covers land that provides a backdrop to the listed Quadrant at Seale Hayne and buildings within the campus that are of significant architectural merit and should be protected. To protect the setting of listed buildings on site it is recommended that this area remains undeveloped. However, proposals should be supported where it can be shown that they won't affect the setting of the listed buildings and would help to maintain an active use of the site in the future. There are other listed buildings within the allocation and these will need to be taken into account during the masterplanning and detailed planning application stages.
- 7.14** There is an area in the southwest corner of the site close to the existing access off the A383 within Flood Zone 3b and a number of small watercourses also run through the site. A suitable Flood Risk Assessment will be required for proposals, with appropriate mitigation included with the submitted application. Opportunities to integrate these areas into the development as Green or Blue infrastructure should be maximised.
- 7.15** The area is known to contain areas of archaeological interest and appropriate surveys will be required to support development proposals.
- 7.16** The plan shows the Hele Park site within the allocation. Outline consent has been granted for this site but as all matters apart from access were reserved there are still details that need to be considered in the context of the overall masterplan. Also, as permission was granted after 1st April 2012, for the purposes of the land supply calculations the site remains as an allocation.
- 7.17** The evidence for Gypsy and Traveller need in Teignbridge has been updated. 24 pitches will be required as part of this allocation. The pitches do not have to be delivered as one site and will count towards the affordable housing contribution from the site. Consideration may be given to off-site provision if more suitable alternatives are proposed. However, given the proximity to the A38 corridor and proposed community facilities the preference is for pitches to form part of the new neighbourhood of Houghton Barton and be part of an integrated, mixed community.
- 7.18** To ensure that the growth is resilient to change and helps towards the reduction in carbon emissions the development will include measures to generate on-site renewable energy and recycling. There should also be areas for local food production in the form of allotments.

NA2 Whitehill

A site of approximately 30 hectares is allocated at Whitehill to deliver a sustainable, high quality mixed-use development which shall:

- a) include a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders;**
- b) deliver 2 hectares of land for employment development, for office, general**

industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of size of unit; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses;

- c) deliver at least 450 homes with a target of 20% affordable homes;**
- d) provide a community facility that provides a focal point for the new neighbourhood;**
- e) improve the road network to allow ease of movement through the site and reduce traffic through Highweek Village;**
- f) create a network of green infrastructure that contributes to the overall strategic network;**
- g) maximise opportunities for either the generation of on-site renewable energy at a domestic scale or community scale renewable energy generation;**
- h) create areas for local food production;**
- i) provide formal recreation space on site; and**
- j) a bespoke Greater Horseshoe Bat mitigation plan for Whitehill must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area and flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**

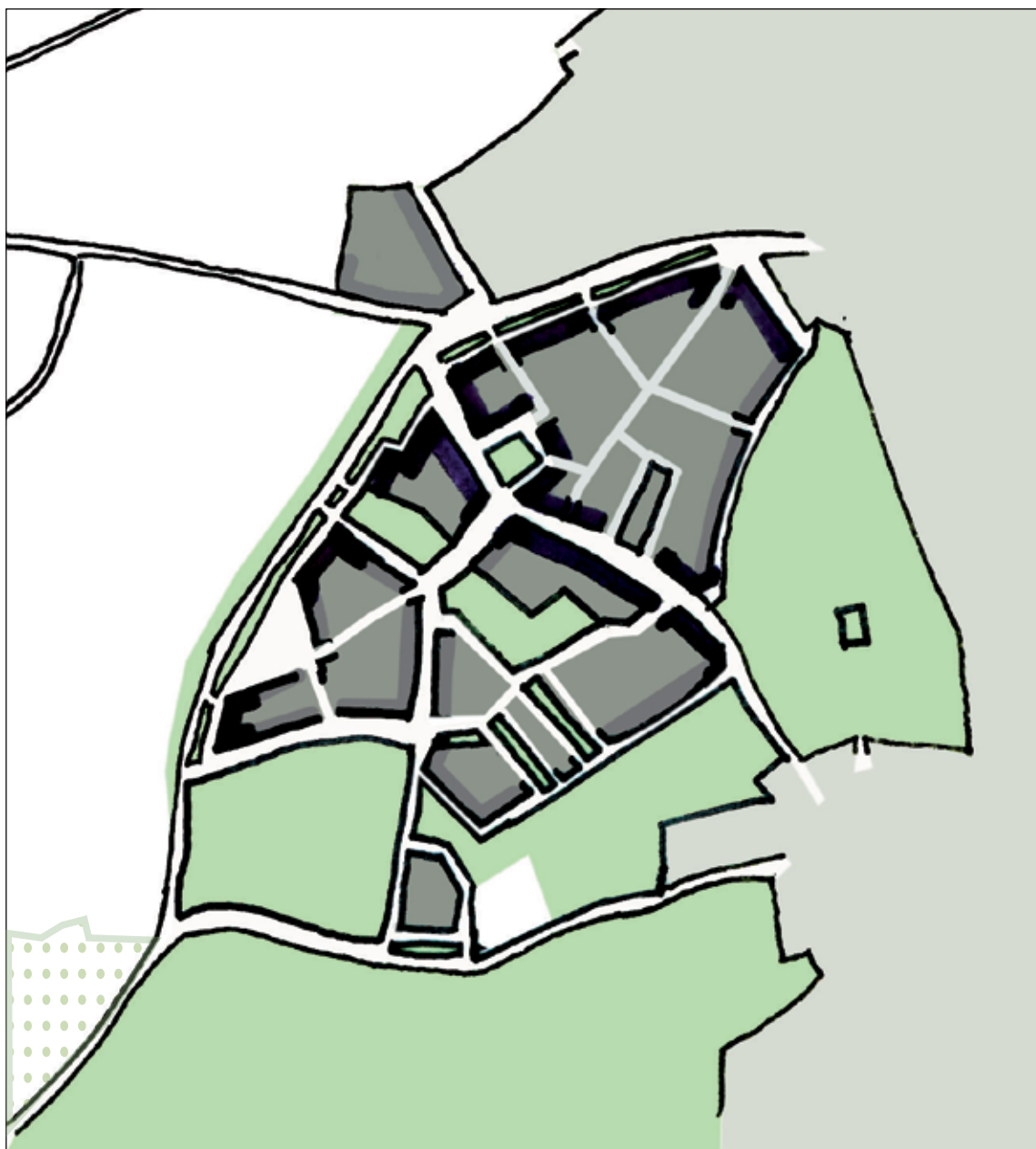
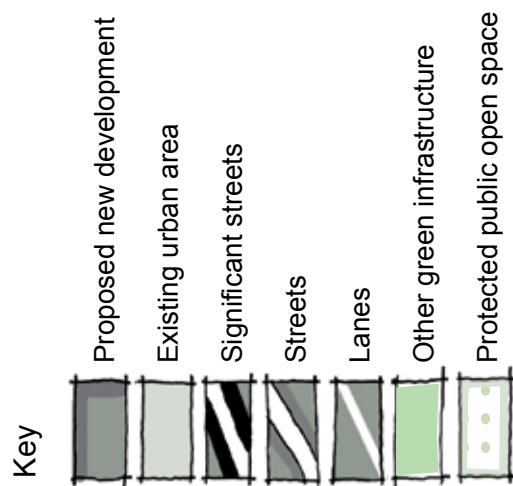
7.19 The proposed allocation will provide for early delivery of new homes in the plan period. Improvements will be required to the junctions onto the A382 Bovey Tracey Road. The area should be comprehensively masterplanned as there are a number of land ownerships and issues to address including the treatment of the road network, design, setting of the listed church and watercourses.

7.20 The extent of the allocation for development has been restricted and areas of green infrastructure proposed to protect the setting of the listed parish church of All Saints and Daracombe Beacon. It also safeguards areas that could form part of connecting flyways for greater horseshoe bats between the River Teign and land to the north of the NA1 allocation. An Appropriate Assessment may be required to support planning applications and a Habitats Regulations Assessment may be required.

7.21 As a strategic site with the need to deliver key infrastructure, a mix of uses, and many issues to be balanced it is essential that the area is planned as a whole. The 'Extension Report' produced following the masterplanning workshop contains principles and guidelines that shall form the base of the comprehensive masterplan. It is acknowledged that developments will be brought forward in smaller parcels. However, it is essential that key infrastructure for roads, wildlife and community facilities are properly planned for and safeguarded.

7.22 The workshop helped to refine the concept plan and identify locations for potential uses. An indicative illustration is attached based on the output from the workshops but refined to take into account other evidence, particularly relating to greater horseshoe bats and the need to protect potential foraging areas.

NA2 Whitehill



- 7.23** The proposals will need to consider the most appropriate arrangement and layout of roads to reduce the level of traffic that currently goes through the site and Highweek Village to the south of the allocation.
- 7.24** To ensure that the growth is resilient to change and helps towards the reduction in carbon emissions the development will include measures to generate on-site renewable energy and recycling. There should also be areas for local food production in the form of allotments.

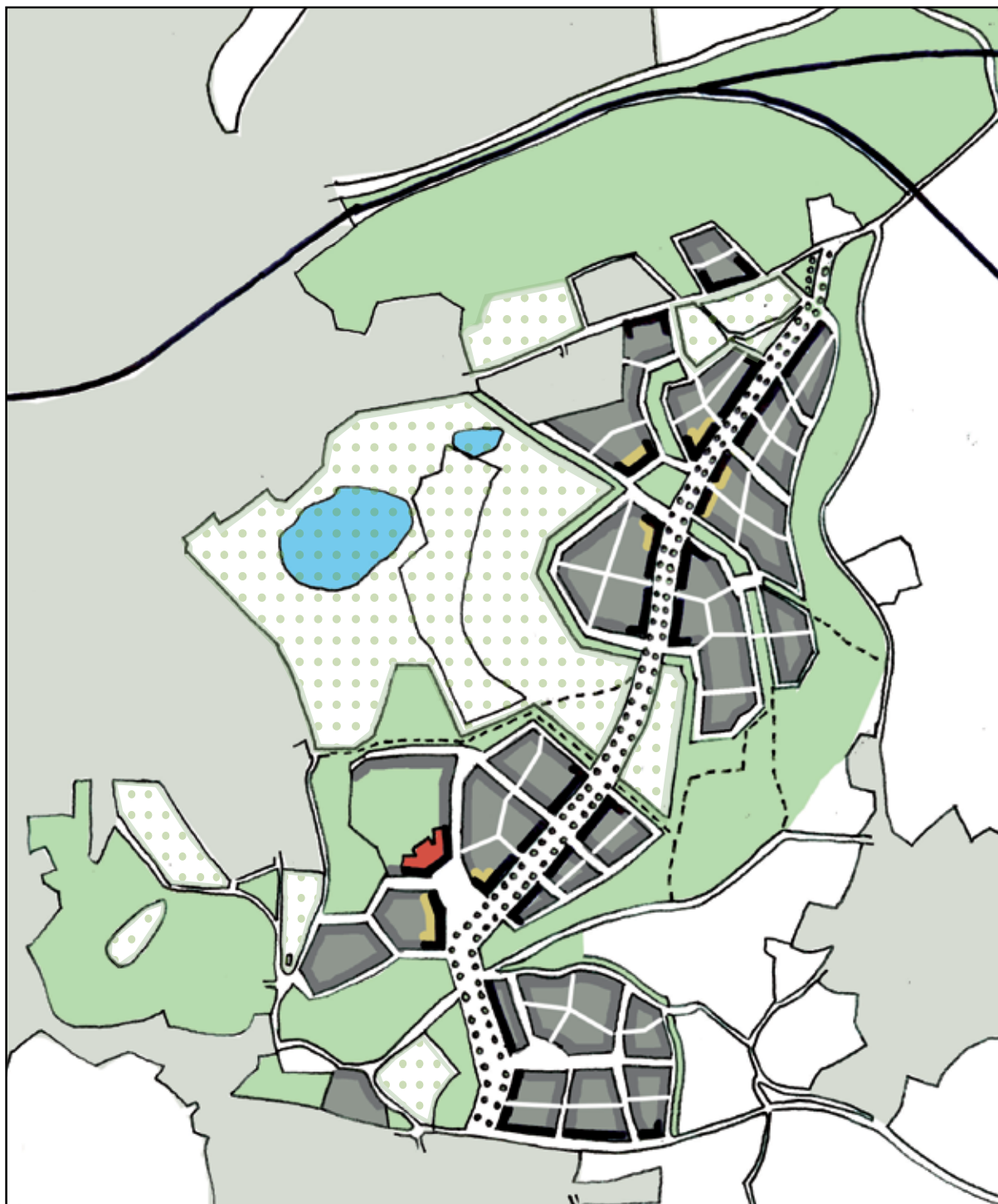
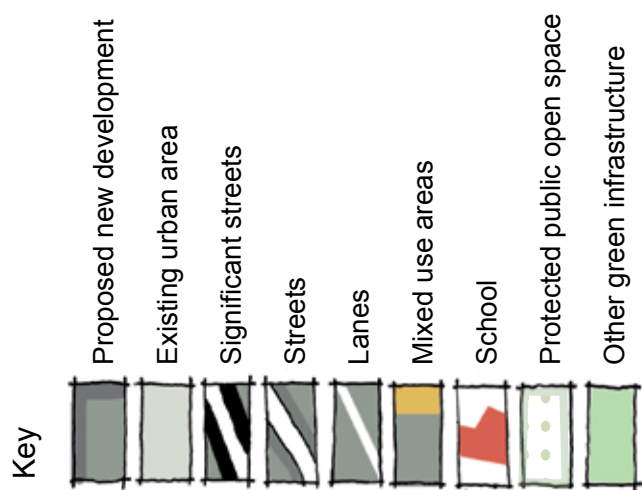
NA3 Wolborough

A site of approximately 120 hectares is allocated at Wolborough to deliver a sustainable, high quality mixed-use development which shall:

- a) include a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders;**
- b) deliver 10 hectares of land for employment development, for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of unit size to enable businesses to start up and expand; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses;**
- c) deliver at least 1,500 homes with a target of 20% affordable homes;**
- d) provide social and community infrastructure including a youth centre, local shops, community facilities and a site of 5 hectares for a 420 place primary school including early years provision and a secondary school or other further education facility;**
- e) provide a vehicular route connecting the A380 South Devon Link Road with the A381;**
- f) create a network of green infrastructure that contributes to the overall strategic network;**
- g) respect the setting of the parish church of St Mary the Virgin;**
- h) provide a green buffer between development and Decoy woods;**
- i) protect and enhance the Wolborough Fen Site of Special Scientific Interest and flight routes and foraging areas of greater horseshoe bats;**
- j) enhance or mitigate any impact on county wildlife sites, cirl bunting territories and barn owl sites;**
- k) maximise opportunities for the generation of on-site renewable energy at a domestic scale and investigate opportunities for community scale renewable energy generation;**
- l) create areas for local food production;**
- m) provide formal and informal recreation space; and**
- n) a bespoke Greater Horseshoe Bat mitigation plan for Wolborough must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area and**

strategic flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.

- 7.25** Wolborough is the second largest proposal within the Heart of Teignbridge and provides an opportunity to create a sustainable neighbourhood for Newton Abbot. The allocation has been shaped by green infrastructure corridors, topography and a design led masterplanning workshop.
- 7.26** As a strategic site with the need to deliver key infrastructure, a mix of uses, and many issues to be balanced it is essential that the area is planned as a whole. The 'Extension Report' produced following the masterplanning workshop contains principles and guidelines that shall form the base of the comprehensive masterplan. It is acknowledged that developments will be brought forward in smaller parcels. However, it is essential that key infrastructure for roads, wildlife and community facilities are properly planned for and safeguarded.
- 7.27** The workshop helped to refine the concept plan and identify locations for potential uses. An indicative illustration is attached based on the output from the workshops but refined to take into account other evidence, particularly relating to greater horseshoe bats and the need to protect potential foraging areas.
- 7.28** The allocation is divided into two main sections either side of woodland to the southwest of Decoy Country Park. An indicative road alignment is shown through the woodland, along the route of an existing track. Further work is required on the exact route of the road and the design will need to provide suitable crossings for wildlife.
- 7.29** The main street within the development should be designed for low speeds (30 mph) and be suitable for all users. The route of the road will need to be designed to take account of potential bat flyways and foraging areas, the need to create dark corridors and avoid a negative effect on the integrity of the South Hams Special Area of Conservation. The crossing of Stoneman's Hill will need to be sensitively designed to avoid closing off potential flyways and severance of the bat roost at Conitor cave. Consideration will be given to off-setting for the loss of any foraging areas. There should be the provision of adequate dark flyways and buffers both through the allocation and around its boundaries.
- 7.30** A site screening assessment has been undertaken of the potential impact on greater horseshoe bats in the South Hams Special Area of Conservation in respect of the sites within the Newton Abbot area. The allocation reflects recommendations within the report on areas to be safeguarded and measures required to ensure the integrity of the SAC is not affected. Any application for development will need to be accompanied by an Appropriate Assessment and may require a Habitats Regulations Assessment.
- 7.31** Proposals should include a continuous link between the woods and the countryside to the south. This could include recreating the lost tree canopy and this shall also form part of the proposals for the road. Landscaping schemes should reinforce the character of





Newton Abbot, which includes wooded hilltops and ridgelines, and tree planting within the neighbourhoods. The area surrounding the parish church of St Mary the Virgin, a Grade I listed building, has been identified as green infrastructure as it provides recreational walking routes, protects the area around the church and potentially supports foraging areas for bats. The proposals will need to be designed to respect the setting of the church. The green infrastructure also forms part of the strategic open break with Abbotskerswell which is covered in policy EN1.

- 7.32** Proposals adjacent to the Wolborough Fen Site of Special Scientific Interest will need to ensure that water run-off is maintained at present rates and potential pollutants are managed before they reach the fen. Proposals should seek to improve the fen and any applications should be supported by detailed analysis and assessment, potential enhancements and surface water management measures.
- 7.33** The area to the east of the allocation along the Aller Brook is within Flood Zone 3b and a number of small watercourses also run through the site. A suitable Flood Risk Assessment will be required for proposals, with appropriate mitigation included with the submitted application. Opportunities to integrate these areas into the development as Green or Blue infrastructure should be maximised.
- 7.34** The provision of the road is critical to the creation of a sustainable transport network through the site and to improve the overall movement corridors across the town. Development will pay for the road between Decoy and the A381, with the remainder to be funded through CIL and other sources of funding where available.
- 7.35** The provision of two new hubs at the centre of the development parcels will help to create a sense of place and provide for a mix of uses. They will also be the focal points for community with facilities such as a new school, shops, jobs and community buildings. The exact mix of uses in both hubs will be part of the masterplanning work. The location of the hubs on the plan are indicative but considered to be appropriate, as they would be within easy walking distance for the majority of the residents.
- 7.36** Delivery of the site is not expected until after year 6 of the plan (2019) due to the infrastructure improvements required. However, sites on the edge of the site that have existing access to the road network may be able to come forward earlier subject to acceptable solutions being found for the impact on the road network.

- 7.37** The site is underlain by sand and gravel and where possible pre-development extraction of the sand and gravel is encouraged, with the materials re-used on site.
- 7.38** To ensure that the growth is resilient to change and helps towards the reduction in carbon emissions the development will include measures to generate on-site renewable energy and recycling. There will also be areas for local food production in the form of allotments.
- 7.39** The Wolborough allocation is considered to be the most appropriate location for new secondary school provision, as the west of the town is already well served with two secondary schools. The requirement for the building is likely to be towards the end of the plan as there is some capacity in the existing schools. The primary provision may be required earlier.

NA3A Beverley Way

A site of approximately 0.7 hectares is allocated at Beverley Way for residential use including:

- a) at least 20 homes including a target of 20% affordable housing.**

- 7.40** This site is well located within a level walk of the town centre and amenities. It is adjacent to Bradley Woods and the River Lemon Valley Woods SSSI and as such engagement with National Trust and Natural England will be critical prior to any applications. Ecological assessments of the impact will be needed, along with an appropriate suite of on and off site mitigation and compensation measures. This site could be well suited to a group self build scheme.

NA4 Milber Employment Area

A site of approximately 22 hectares is allocated at Milber for an employment and enterprise area including:

- a) a comprehensive movement and access plan which addresses access to employment areas for staff and goods vehicles and access to recreation areas and which is developed with continued input and engagement from stakeholders;**
- b) redevelopment and expansion of Centrax within the site;**
- c) 8 hectares of land for office, general industrial or storage and distribution, and other employment generating uses as appropriate provided that they are compatible with the immediate surroundings and don't conflict with town centre uses;**
- d) improvements to junctions with Shaldon Road;**
- e) redevelopment and rationalisation of existing employment land at Milber Trading**



Estate for B1, B2 and B8 uses as appropriate to the site and its wider context, ensuring that there is also a mix of size of unit;

- f) facilities for the generation of on-site energy at domestic and community scale with waste heat capture; and**
- g) strategic planting along the eastern and southern boundary of the site that is sufficiently wide and dense to provide a buffer against light levels greater than 0.5 Lux spilling onto land to the east and south where it might affect Greater Horseshoe Bat species.**

- 7.41** The strategic site allocation covers land to the east of Newton Abbot adjoining Buckland and Milber. It is bounded on the north by Shaldon Road and to the south by the Milber housing estate and the Teignbridge Council playing fields. The allocation area includes approximately 6 hectares of land west of Long Lane with permission for 15,000 square meters of employment space.
- 7.42** To deliver needed redevelopment of Centrax and enhancements to existing employment space the strategic employment allocation will provide a framework for potentially pursuing appropriate intervention such as Local Development Orders, Enterprise Zones and enabling investment.
- 7.43** Milber Trading estate is home to approximately 45 small businesses involved in a range of activities. The trading estate has relatively poor appearance and access arrangements, however with comparatively low rents and many smaller size units it maintains a high occupancy rate. There is considerable scope to improve the efficiency and appearance of the existing estate.
- 7.44** The Centrax campus is roughly 6.5 hectares and is a busy site with manufacturing and engineering taking place through day and night shifts. Centrax is a specialist manufacturer of gas turbines and aircraft engine components, employing more than 700 people in Devon including highly skilled specialists, offering good wages and opportunities for training and advancement. Direct wages and supply chain purchase inputs millions of pounds annually to the local economy. An ongoing programme of apprenticeships and partnership with South Devon College and Plymouth University provides skills training for the local area. Centrax gas turbines are increasingly important in supporting intermittent renewable energy, and are in use in 100s of combined heat and power systems worldwide.

- 7.45** Access to the existing and proposed employment areas presents some difficulties for businesses and residents. Issues include access for employees and goods vehicles and local parking arrangements. The existing permission for employment land includes permission and conditions for a road connecting Shaldon Road to the south-eastern part of the site. A robust access strategy is required for the site area. Teignbridge District Council will work with Devon County Council, local businesses and stakeholders to develop an access strategy and delivery options. The access strategy will also investigate potential to make improvements along Long Lane and enhance existing footpaths and bridleways around Milber.
- 7.46** Specific development plans will involve impact assessment and conditions in respect of any specific tree, hedgerow and wildlife issues and an assessment of archaeological impact of development of the site.

NA5 Buckland Barton

A site of approximately 4 hectares is allocated at Buckland Barton for residential use including:

- a) at least 100 homes with a target of 20% affordable homes;**
- b) a link between Jellicoe Road and Windsor Avenue/Buckland Road including walking and cycling routes; and c) landscaping along the northern field boundaries**

To safeguard the area's landscape character the northern boundary of the site should be landscaped to tie in with existing tree and hedge planting.

- 7.47** The site falls within the foraging range of a curlew breeding territory, with an Other Site of Wildlife Interest for woodland adjacent. Ecological assessments of the impact will be needed, and proposals should be informed by the results of those assessments, including any appropriate suite of on and off site mitigation and compensation measures.

NA6 Bradley Barton

A site of approximately 3.5 hectares is allocated at Bradley Barton for residential use including:

- a) at least 70 homes with a target of 20% affordable homes.**

- 7.48** The site is opposite Bradley Barton primary school and within walking distance of a community hall, local shop and public transport routes. Proposals should take account of landscape impact where the land rises. The site falls within 600 metres of a curlew breeding territory. Ecological assessments of the impact will be needed, and proposals should be informed by the results of those assessments, including any appropriate suite of on and off site mitigation and compensation measures.

NA8 Newton Abbot Town Centre Development

Development within Newton Abbot Town Centre will include:

- a) a masterplan for the town centre and adjacent areas to address area-wide issues include location of community hub/museum, bus movement and facilities/ locations for bus layover;**
- b) appropriate transport and access improvements including pedestrian and cycle links and facilities, relocation of the bus terminus if required and car parking solutions (which might include park and change);**
- c) no net loss of car parking in the town centre and adjacent areas;**
- d) delivery of a broader evening economy through encouraging mixed use developments and leisure schemes as well as softer interventions such as events and lighting strategies in accordance with wider Council policies and the Newton Abbot Town Centre Regeneration Study;**
- e) improvements to views and access to the River Lemon and improving links between green Infrastructure to boost biodiversity and enhance sustainable transport choices;**
- f) contribution to improving air quality and meeting sustainable development objectives;**
- g) contributing to the improvement of the built environment and walking and cycling links throughout the town; and**
- h) sites outside plan proposals will only be permitted to come forward for development for Town centre uses where this will not have an unacceptable impact on the delivery Opportunity sites and on the overall vision and policy objectives for Newton Abbot.**

Vision for Newton Abbot Town Centre

7.49 Newton Abbot town centre will be an exciting focal point for a large hinterland. Drawing on its traditions but open to change the town will provide well-planned housing and very good shopping, entertainment and cultural facilities in an attractive and easily accessible town centre. Newton Abbot will be a community where, in particular, enterprise and businesses flourish – typified by the town's busy and varied markets serving all South Devon. It will have:

- a) a strong centre playing its leading role within the area as an engine for the local economy including being at the top of the local retail hierarchy with new employment and retail space developed;
- b) an attractive environment during the day and the evening with a range of living, working, shopping, playing and cultural attractions with events and a varied night-time economy; and
- c) a high level of accessibility by a variety of means of transport with good links to surrounding residential and employment areas on foot and by bicycle as well as by public transport.

7.50 The Vision for Newton Abbot will be achieved through:

- a) drawing on the town's heritage as an elegant well planned market town and its special characteristics including its setting, rivers and local squares and spaces, key buildings and important views to maintain quality;
- b) encouraging enterprise and the development of new office, retail, community and leisure facilities;
- c) promoting key sites for development; and
- d) seeking to improve and enhance the quality of the environment along and around movement corridors at the edge of the town centre.

7.51 The town centre performs a crucial role within the district in providing access to jobs, homes and services for our whole community. Whilst it is anticipated that elements of Proposed Submission Teignbridge Local Plan (November 2012) 89 this role may change over the life of the Plan, the centre will remain of crucial importance to the community into the future. Proposals and policies highlighted in this plan have the capacity to deliver new retail floorspace to meet the areas identified needs until at least 2021. They will also contribute towards the creation of a new office quarter for the town, improvements and enhancements to the public realm and accessibility by public transport as well as providing significant complementary residential opportunities.

7.52 Further detailed design work will be required on major town centre sites, showing how they complement and link to the rest of the town centre including the opportunity sites. There are likely to be issues of flood risk, contamination, heritage and transport to be addressed in each site. A mix of town centre uses will be encouraged on the ground floor and upper levels in line with policies S13, EC7, EC8 and EC9.

New Shops

7.53 Newton Abbot performs an important role in meeting retail and service needs of the Heart of Teignbridge and beyond. The 2010 Retail and Leisure Study describe it as a healthy town centre performing a strong role within the local retail hierarchy. It retains around a third of comparison goods (non food) spending from local residents, although a similar amount 'leaks' to destinations outside the district including Exeter and Torquay.



- 7.54** Adjusting for current planned growth, there is a predicted need of around 11,000 square metres net of new comparison goods retail floor space in the town centre by 2021 (the limit of sensible retail forecasting). Future needs will be monitored and forecast periodically. There is no evidence of need additional convenience (food) floor space. Other commercial proposals will be considered against the strategic and development management policies of this plan.

New Leisure Facilities

- 7.55** The 2010 Retail and Leisure Study forecasts considerable growth in leisure spending, the majority directed towards restaurants, cafes and bars. There is likely to be additional scope for new facilities of this type in Newton Abbot town centre as the largest centre in the district and a popular destination for night-time economic activities. Additional provision of this kind supports the diversity of the town centre, encouraging day trip and tourist visits and increasing the length of stay for shoppers. Provision of new and improved leisure facilities is therefore supported and will form a key component of the development of the opportunity areas.
- 7.56** The study and discussions with commercial agents suggests that Newton Abbot should be able to support additional cinema screens. This is a key town centre use for which space should be found as part of the proposed mixed use development of opportunity areas, subject to market demand. Other complementary uses such as hotels would also be appropriate in the town centre.

Employment and Office Development

- 7.57** Teignbridge as a district currently has a relatively limited office based economy. This is in part due to lack of modern, well-equipped office space, and the town has in recent years seen some office-based businesses leave the area. There is an aspiration to boost the economy of the district through creating an economy complementary to Exeter and Torbay, capitalising on the skills of residents who currently work outside the district and to broaden our economic base. It can also improve opportunities and reduce the need to travel.
- 7.58** To achieve the strategic goal of supporting one job for each working age resident in the district, the 2010 Employment Land Review suggests that over the next 20 years an additional 44,000 square metres of office floor space will be needed across the district. As the business centre of the district, Newton Abbot is the preferred location for the majority of office space, and substantial office floor space development will therefore be encouraged where appropriate in the opportunity areas, including at upper levels in and around the town centre.
- 7.59** A number of additional employment-generating uses, including education and health care have also been identified and will be supported in town centre developments.

Housing Development

- 7.60** Town centres are very sustainable locations for new homes, often above ground floors

with other uses. Residents can access their shopping and employment needs on foot, reducing their carbon emissions substantially.

- 7.61** In addition, town centre residents are more likely to use town centre shops and services due to their proximity, thus providing a significant expenditure boost to the town centre businesses. The opportunity sites have been assessed with a combined potential for at least 250 new homes. Site promoters will be expected to maximise the provision of housing in town centre sites.

Town Centre Developments

- 7.62** There are a number of key opportunity areas for major development in and around the town centre. These are identified on the Town Centre Map alongside the key connectivity and public realm improvements that will be delivered in tandem with these site based opportunities.
- 7.63** Together these developments will bring benefits and will be required to support continued enhancement of the town centre as part of the overall strategy. The following policy will therefore apply to these and other developments in the town centre.
- 7.64** The Newton Abbot and District Community Plan contains a project called 'Hub Bub', the flagship project of the plan, which sets out to create a vibrant new community/civic centre with uses including a museum, exhibition space and a community hall. Newton Abbot Town Council have also expressed interest in relocating from their current offices in Devon Square to a site in the town centre. The following policies do not specifically allocate a site for such a use but they do support the principle. The masterplan for the town centre will include potential locations for the civic centre and we will work with the Town Council and community groups to deliver a suitable facility.

NA9 Opportunity Area: Town Centre Markets Area

The Town Centre Markets Area incorporates part of the primary shopping area for Newton Abbot and will be redeveloped to take advantage of its strategic position in accommodating various events and markets and expanding the retail, leisure and housing opportunities for the town.

It will deliver:

- a) around 11,000 square metres net comparison goods retail floor space;**
- b) enhanced public realm and spaces, footpath and cycle links particularly to Bank Street, Courtenay Street and the cattle market site and addressing the River Lemon through green infrastructure;**
- c) additional leisure and commercial space including cinema and food and drink (A3-A5) units;**
- d) at least 120 dwellings including appropriate residential development at upper levels with a target of 20% affordable homes;**
- e) some short stay parking;**

- f) other town centre uses as appropriate;**
- g) flood risk management that will ensure that the town centre will be safe from flood risk; and**
- h) improved appearance and functionality of service areas for retail units.**

7.65 This site represents an opportunity to redevelop and link the cattle market area with the primary shopping area marking the gateway to the town centre that both respects the heritage assets found within the area and also strives to represent the best of modern development. A mix of uses will help shape Newton Abbot as a culturally diverse, active town centre in use throughout the day and into the evening. Redevelopment of this site will need to be masterplanned with the Local Planning Authority, the community and other stakeholders.

7.66 The current use of Sherbourne Road as a bus station is likely to detract from the proposed quality of development. The issue of bus movements will be addressed through masterplanning required in policy NA8.

NA10 Opportunity Area: Bradley Lane

The Bradley Lane area will perform an important role in providing enhanced employment opportunities close to Newton Abbot town centre reducing the need to travel and boosting the daytime population in the area. It will:

- a) deliver around 15,000 square metres of B-use classes, community and public uses;**
- b) deliver at least 170 homes with a target of 20% affordable homes;**
- c) seek to retain buildings that make a positive contribution to the physical environment and diversity of uses on the site;**
- d) investigate the potential to provide a link road through the site from Totnes Road/Wolborough Street to Bradley Lane/Highweek Street;**
- e) enhance links between Bakers Park and the remainder of the town centre – including flood risk management that will ensure that the town centre will be safe from flood risk;**
- f) take advantage of its gateway location and seek to reconnect with the remainder of the town centre through delivering very high quality urban design; and**
- g) Provide some short stay car parking.**

In addition:

- h) any retail floor space shall be ancillary in scale and shall not have an unacceptable impact on town centre vitality and viability. Comparison goods floor space in particular will be discouraged; and**
- i) other town centre uses will be considered on their merits and subject to an impact assessment.**



- 7.67** This site represents an opportunity to mark the gateway to the town centre with an urban form of development that delivers improved street frontages as well as high quality buildings and spaces with space and scope for social interaction. The National Planning Policy Framework describes Economic Development space as including B-class uses, public and community uses and main town centre uses (excluding office development). Non B-class uses identified for potential delivery in Bradley Lane include education and health care. Although retail is part of the description of economic development in the National Planning Policy Framework, retail allocations are focused in the areas in the town centre.
- 7.68** This site provides an opportunity to deliver a significant amount of well-designed housing. The mix of uses will help improve the self-containment of the District from an employment perspective. Redevelopment of this site will need to be masterplanned with the Local Planning Authority, and through engagement with the community and other stakeholders.
- 7.69** The provision of road access through the site will support the successful delivery of development and ensure that air quality and road safety issues are addressed. Any proposed road plans should ensure that the local environmental quality, and in particular the air quality, of the Bradley Lane cottages is improved. The line shown on the plan is indicative and further work is required on the route and other work required such as crossings and treatment of Wolborough Street.

NA12 Opportunity Area: Cricketfield

The Cricketfield/Kingsteignton Road area performs an important current role accommodating car parking, social facilities and other larger space users. In the future, it could continue to provide an important role as a transport hub and focus for sports, leisure, and community facilities and could be enhanced through development including:

- a) community/leisure and sports related area with some new developments (excluding cinema, bingo halls, family entertainment centres and bowling alleys which would be more appropriately located elsewhere);**
- b) improved footpath and cycle links to the remainder of the town centre including**

- green infrastructure;**
- c) some comparison goods retail development post 2021 subject to a future assessment of need, impact on the delivery of the cattle market and Market Walk sites and not changing the dominant sports and leisure character of the area;**
- d) improvements to public realm and street frontages;**
- e) flood risk management that will ensure that the town centre will be safer from flood risk;**
- f) residential development subject to flood risk considerations and not changing the dominant sports and leisure character of the area; and**
- g) retention of car park spaces.**

7.70 The mix of uses will help shape Newton Abbot as a culturally diverse, active town centre in use throughout the day and into the evening. Redevelopment of this site will need to be masterplanned with the Local Planning Authority, the community and other stakeholders. Consideration of civic hub, medical facilities, an educational establishment should be made in light of the strategic location between the station and commercial core.

Kingsteignton

- 8.1** Kingsteignton is a town in its own right with a population of over 11,000 people. It also forms an integral part of the wider Heart of Teignbridge urban area. There was significant expansion of the town during the 1980s and 1990s, and consent for further development of housing, employment, access roads and green infrastructure was recently granted in the Newcross area.
- 8.2** While of a significant size, the town suffers from the lack of a defined town centre, with existing shopping provision somewhat disparate. A key objective of the plan is to consolidate the provision to remedy this problem. Additional employment and local services are proposed to bring about a greater level of self-containment.
- 8.3** Policy S15 within the strategy chapter provides the strategic background to proposals in Kingsteignton. The following policies support the delivery of the strategy for Kingsteignton and contribute to the growth of the Heart of Teignbridge.

KS1 Sands Copse

A site of approximately 16.4 hectares is allocated at Sands Copse for employment development, including:

- a) at least 11.5 hectares of employment development, for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of unit size to enable businesses to start up and expand; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses;**
- b) traffic management in the Higher Sandygate area to avoid impact from goods vehicles accessing the site;**
- c) a network of green infrastructure to improve accessibility by non-car transport modes and provide connections with the existing communities and routes. This shall include new or improved off-road walking and cycling routes;**
- d) areas of green infrastructure providing opportunities for biodiversity enhancement and informal recreation;**
- e) strategic landscaping measures to ensure that the development respects the sensitivity of the existing landscape setting;**
- f) investigate the potential for the site to connect to any energy recovery facility that might be located at the Heathfield landfill site; and**
- g) a bespoke Greater Horseshoe Bat mitigation plan for Sands Copse must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area and strategic flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**

- 8.4 The site was previously used for mineral extraction and waste disposal operations, which have now ceased. The process of remediation and reclamation is ongoing and the landowner confirms that the whole site will be available in the plan period. If there are remaining minerals within the site, and their extraction is economic and will not unduly delay the necessary employment development, this should be considered in tandem with the construction.
- 8.5 The total site covers an area of approximately 25 hectares. The proposed allocation covers 16.4 hectares, of which 11.5 hectares will be for employment development. The remainder will be used for strategic landscaping and infrastructure. The site offers an opportunity to improve the availability of employment in Kingsteignton.
- 8.6 The site is in close proximity to the adjacent A380, which forms part of the strategic highway network. There is good road access to the site from the north. Vehicle access improvements and a traffic management scheme will be required to ensure that the impact of additional commercial vehicles is minimised, particularly on the narrow roads to Sandygate to the south. The feasibility of an additional A380 junction has been explored, and the County have confirmed that it is not feasible or necessary.
- 8.7 The development should be designed to a high standard, including the design of buildings and materials used in construction, as well as the layout and design principles. The site will need to make provision for cyclists and pedestrians, in terms of both connections to the site and within it. This may require the provision of infrastructure off-site. There may be potential for an energy recovery facility at the Heathfield landfill site. Proposals for development should investigate the potential to connect to such a facility.
- 8.8 The development should be designed to take account of the setting and views, with appropriate landscaping to frame, not hide, the structures. Existing hedgerows and trees should be retained where possible and incorporated into the design. Where removal is unavoidable there should be replacement provision. The scheme should include elements of green infrastructure, providing opportunities for habitat enhancement and recreation.

KS3 Land at Abbroom

A site of approximately 10 hectares is allocated at Abbroom as mixed use development including:

- a) up to 120 homes with a target of 20% affordable homes;**
- b) retention of the new playing fields in the southern half of the site, the bowling green and the Abbroom Sports and Social Club in the long term;**
- c) green infrastructure providing biodiversity enhancement and opportunities for local food production;**
- d) a 1.9 hectare site for a primary school;**
- e) cycle links through the site, linking to improved cycle provision to the centre of Kingsteignton and contributions to the Teign Cycle Path;**
- f) protection and enhancement of greater horseshoe bat flyways;**



- g) development taking place only once the consented new road from Broadway Road to Greenhill Way has been completed; and**
- h) a bespoke Greater Horseshoe Bat mitigation plan for Land at Abbrook must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area and strategic flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**

- 8.9** The site currently provides a range of uses, including sports pitches, the bowling club and the Abbrook Sports and Social club. To the west of the site there is an area with several ponds, wetlands and the Ugbrook stream, which is designated as a County Wildlife Site, and is a greater horseshoe bat flyway. The site is bounded by areas of flooding, including functional floodplain to the north. The re-routed B3193 will cross the site.
- 8.10** Kingsteignton's primary schools are currently at capacity, with demand for places anticipated to rise as a result of committed development, mainly to the south of this site. To address this, a site for a 210 place primary school, with potential for expansion to a 420 place school, within this site is required.
- 8.11** There are known bat flyways bordering the site. These flyways are likely to be linked to areas of feeding for greater horseshoe bats and as such will need to be protected and enhanced. Detailed bat survey data, along with a mitigation scheme, will need to accompany all planning applications in the area. An Appropriate Assessment may be required. There are mature trees and hedgerows on the site and these will need to be retained and incorporated into the design, with replacement planting for any unavoidable losses.
- 8.12** There are newly provided playing fields in the south of the site, on the area of the former sawmills. These are to provide replacement for the Abbrook playing fields which are compromised by the route of the new B3193 and are proposed for development in this Local Plan. Therefore, their permanent retention for use by the local community will be a requirement of this site's development. The buildings, car parking and bowling green around the Abbrook Sports and Social Club are a community resource and should also be retained.

- 8.13** To encourage residents and recreation users to walk and cycle to and from the site high quality connections in locations that positively promote access by means other than the car will need to be created. This may require enhancements to existing routes off-site.
- 8.14** There are existing phasing requirements for the provision of highway infrastructure, including a new road from Broadway Road to Greenhill Way, in relation to existing planning approvals at Newcross. The number of new homes at Newcross and Abbrook will need to be considered cumulatively, with the total not exceeding that of the agreed highways infrastructure and improvements phasing at Newcross, before the necessary infrastructure is in place.

KS4 Town Centre Consolidation

Land in the vicinity of the Fountain is promoted as a consolidated centre for Kingsteignton where proposals for environmental enhancement and which improve the provision of shopping, service and other key town centre uses will be supported. This may involve redevelopment and/or relocation of existing uses as appropriate, provided the important historical character of the area is maintained and enhanced.

KS5 Town Council Offices

Relocation of the existing Town Council Offices to the proposed centre should be considered, and the existing site retained as community facilities, with potential for additional complementary uses.

- 8.15** A key objective for the community and the planning authority is to create a better defined physical centre for the town. The area known as the Fountain has the greatest potential for this, being close to both smaller traditional shops as well as more modern food stores. This proposal is a long term one, and is likely to involve significant public and private investment to achieve.
- 8.16** The Council has commissioned proposals to enhance the character of the area, involving investment in improved street scene and other changes. The area is indicated on the policies map and the final report from the study will form the basis of further work and action over the period of the plan. The Council commissioned consultants to prepare proposals for the enhancement of the area, involving investment in improved street scene and other changes. The consultant's report may form the basis of further work and action over the plan period. However, this only represents the first stage of exploring the options for the area and additional work will be required, lead by the community, to further refine any proposals and finalise the way forward.
- 8.17** The relocation of the Town Council offices from their current location at Rydon into the new town centre area would be a powerful statement of intent, and the plan puts this forward as a potential way forward. The existing site would remain in community use, with the potential for enhancement to include additional, complementary uses. Note that

the area is not defined as a town centre for the purposes of policy S13 but this will be considered in future reviews of the Local Plan.

KS6 Penns Mount

A site of approximately 17 hectares is allocated at Penns Mount for a mixed use development including:

- a) at least 250 homes with a target of 20% affordable homes;**
- b) green infrastructure including a hilltop park of at least 5 hectares and provision of community gardens/allotments;**

Subject to the following requirements:

- c) cycle links through the site, linking to improved cycle provision to the centre of Kingsteignton and contributions to the Teign Cycle Path;**
- d) a replacement for the Community Resource Centre before that part of the site can be developed; and**
- e) layout, design, green infrastructure and landscaping to mitigate any landscape impact, particularly in views from the south east.**

- 8.18** The hilltop is an important landscape feature at the head of the Teign Estuary, forming part of the area's potential green infrastructure network set out in the green infrastructure strategy, and the site will be required to provide a hilltop public park to reflect this prominence.
- 8.19** The provision of cycle links, particularly to east and west and through the site will be required to ensure that it is well connected with the sustainable network in the area.
- 8.20** Land to the east of Greenhill is available and has been included in the site, but a replacement Community Resource Centre will be required before development of that part of the site could be commenced.

KS8 Land at Rydon Depot

A site of approximately 0.5 hectare is allocated at Rydon Depot, Avery Hill for residential use including:

- a) at least 15 homes with a target of 20% affordable housing.**

- 8.21** The site is a former quarry and proposals shall be informed by an assessment of potential contamination and land stability following previous uses. The site is also within a Source Protection Zone and will need to include specific proposals to manage surface water drainage to avoid contamination.

Kingskerswell

- 9.1** Kingskerswell is located between two main towns of Torquay and Newton Abbot. There is significant pressure on the road infrastructure and for development due to its strategic location and it is important to retain the village's identity. The South Devon Link Road will help to reduce the impact on the roads once completed, scheduled for the end of 2015. Policy EN1 also increases the Open Break around the village.
- 9.2** Policy S16 sets out the strategic policy and vision for Kingskerswell. The following policies set out how the strategy and vision will be delivered.

KK1 Land off Torquay Road and Embury Close

A site of approximately 8 hectares is allocated off Torquay Road and Embury Close for a mixed use development including:

- a) a comprehensive landscape and design led masterplan for the site produced with continued input and engagement from stakeholders;**
- b) delivery of at least 0.5 hectares of employment land with a mix of compatible employment generating uses as appropriate to the site and its wider context, ensuring that there is also a mix of size of unit;**
- c) relocation of existing community hall and investigate the potential to provide a larger facility that could accommodate a relocated library, offices and small scale retail or food outlet;**
- d) at least 170 homes with a target of 30% affordable homes;**
- e) no development within the areas at greatest risk of flooding and measures shall be included to manage the disposal of surface water to avoid increasing flood risk;**
- f) mitigation and compensation measures to deal with any impact on bats and cirl bunting breeding territory;**
- g) green infrastructure links along the Aller Brook and to existing routes adjacent to the site;**
- h) land for any future expansion of Kingskerswell Primary School; and**
- i) a bespoke Greater Horseshoe Bat mitigation plan for Land off Torquay Road and Embury Close must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area and strategic flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**

- 9.3** The site is located along the Aller Brook close to Jury's Corner. The area along the brook is flat, with land sloping upwards either side towards Fluder Hill and Coffinswell Lane. The site is adjacent to the Saw Mills and Kingskerswell Public Hall.
- 9.4** The site is located close to all of the main facilities within the village. It is on the main transport route, adjacent to the primary school and within 400 metres of the village

centre, health centre and many of the village's community buildings.

- 9.5** The Aller Brook runs through the middle of the site and the valley floor is part of the functional flood plain. It is therefore important that there is no development in the flood plain and that surface water is managed to prevent localised flooding.
- 9.6** Most of the site is within a civil parishes wildlife site and much of the rest in an Other Site of Wildlife Interest, relating to grassland with wet influence. Development will have a direct impact on four civil parishes territories, two of which will be lost. The design and layout of the development will need to take account of any requirements for on and off site mitigation measures identified in wildlife assessments.
- 9.7** There are a cluster of pipistrelle bats roosts nearby. The site is also an identified flyway for greater horseshoe bats in the South Hams Special Area of Conservation (SAC). Ecological assessments of impact is needed, possibly an Appropriate Assessment to assess whether bats are using the site and especially whether they are using the Aller Brook as a 'dark flyway' to move through Kingskerswell to the West. The design, layout and landscaping of the scheme should be informed by the recommendation of any mitigation from the ecological assessments. Consideration will also need to be given to biodiversity offset for loss of any foraging habitat and internal hedgerows. A Habitats Regulations Assessment may be required to formally assess the effect on the integrity of the SAC.
- 9.8** The treatment of the roadside area should take account of the village enhancement project which investigated ideas for how the village may adapt once the South Devon Link Road is in place. This also relates to Policy KK5 Village Centre.
- 9.9** The land is in several ownerships and will therefore need to be comprehensively planned to avoid disjointed development, ransom strips and connectivity within and into the site.
- 9.10** Access to the site may need to come through the existing access for the Saw Mills and Public Hall. Significant upgrading of the access would be required and include the relocation of the Public Hall, which creates an opportunity to consider a larger facility identified as a community aspiration through the Kingskerswell Village Plan.
- 9.11** The growth in the population could require further expansion of the primary school and there is insufficient space for expansion at present. An area of land needs to be safeguarded around the school for the further expansion. The exact amount shall be considered through the masterplanning process.

KK2 Land to the rear of Mount Pleasant Road

A site of approximately 1.2 hectares is allocated to the rear of Mount Pleasant Road for residential use including:

- a) at least 15 homes with a target of 30% affordable homes.**

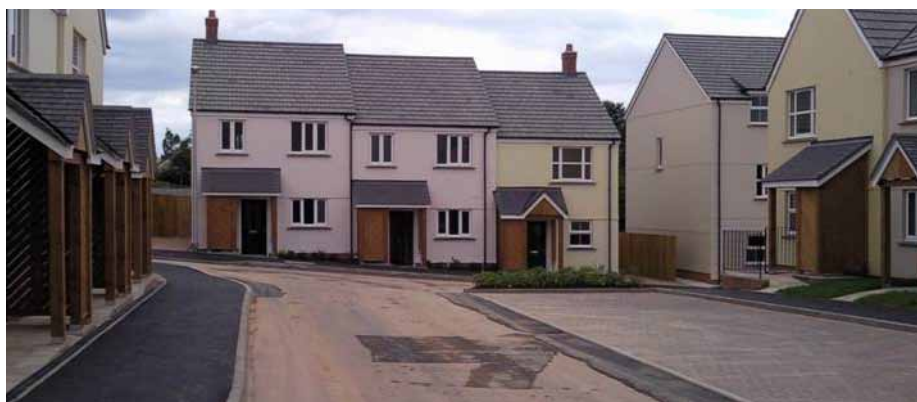
- 9.12** The site consists of sloping grassland on the edge of the village, located to the north of Mount Pleasant Road and Charles Road. The allocated area is adjacent to an approved scheme accessed via Charles Road.
- 9.13** The site falls within the cirl bunting enhancement zone and within 500m of a cirl bunting breeding territory. Further survey work will need to be undertaken and submitted with any application to ensure that appropriate mitigation measures are in place if cirl buntings are found to be using the site.
- 9.14** The site may also be within the main feeding area for lesser horseshoe bats, which are legally protected species. Further survey work will need to be undertaken and submitted with any application to ensure that appropriate mitigation measures are in place if lesser horseshoe bats are found to be using the site. An ecological assessment for the planning application at Charles Road also noted the presence of slow-worms.

KK3 Land to the rear of the Barn Owl

A site of approximately 1.5 hectares is allocated to the rear of the Barn Owl pub for residential use including:

- a) at least 30 homes with a target of 30% affordable homes;**
- b) a well designed and laid out site, respecting the existing character of the area and the setting of the listed Barn Owl public house;**
- c) a comprehensive plan for the site including a links between Aller Road and Moor Park Road; and**
- d) a development of a high design quality to create landmark buildings as the gateway to the village along the A380.**

- 9.15** The site is a sloping area of land between the A380 and the Grade II listed Barn Owl pub. The land has previously been used for grazing.
- 9.16** The site is relatively unconstrained and can be accessed via Aller Road at either end. The setting of the listed building is important and any scheme will need to be designed to protect the character and setting of the Barn Owl. Although the site is not within easy



walking distance of the village centre, it is adjacent to the main road, cycleway and footpath in to the village, and is close to bus stops on the route of a regular bus to Torquay and Newton Abbot.

- 9.17** The site is within two separate ownerships so it is important that the development is comprehensively planned. Plans should either be drawn up together or clearly show how it will link to the future development of the adjacent site.
- 9.18** In recent years there have been several instances of the site being affected by flooding from surface water run-off related to the nearby quarries. The design for the site should take this into account and include appropriate measures to avoid any potential flood risk from surface water.

KK4 Aller Valley Country Park and Aller Valley Trail

A country park along the Aller Brook will be provided to meet existing and future recreational needs of Kingskerswell. This will be complemented by the Aller Valley Trail running between Torquay and Newton Abbot. The park shall include:

- a) 6 hectares of formal and informal recreation area, including orchards, managed habitat, playing pitches and playing facilities for all age groups;**
- b) a safe cycle and walking link between Kingskerswell, Torquay and Newton Abbot, constructed to ensure that it is suitable for all abilities and age groups;**
- c) creation of managed habitat for wildlife including curlew buntings and bats;**
- d) buildings of an appropriate scale for associated leisure, recreation and maintenance use; and**
- e) suitably located ancillary car parking provision.**

Any proposals for development shall be accompanied by:

- f) wildlife assessments on the impact of new structures; and**
- g) a scheme that ensures sufficient unlit landscaped flyways for bats are provided as an integral part of the site and maintained in the long term so that there is no adverse effect on the integrity of the South Hams SAC.**

- 9.19** To meet the recreational, health and lifestyle needs of existing and future residents a country park shall be created along the Aller Brook and incorporating links to the 'strategic breaks' between the village, Torquay to the south and Newton Abbot to the north.
- 9.20** The area includes land either side of the Aller Brook between Kingskerswell and Newton Abbot. It also includes land to the south of the village, which is currently used for agriculture, running parallel to the Torbay branch line.
- 9.21** The village currently has an under-provision of open space of approximately 6 hectares, according to the standards in the Teignbridge Green Space Strategy. The Teignbridge green infrastructure strategy has identified the area along the Aller Brook as a strategic

green route between Newton Abbot and Torquay.

- 9.22 The principle of a safe cycle and pedestrian link between Kingskerswell, Torquay and Newton Abbot has been established through the Heart of Teignbridge green infrastructure strategy, Kingskerswell Village Plan and the Local Transport Plan 3.
- 9.23 There are existing intermittent cycle lanes along the A380 and a continuous footpath. However, the volume of traffic along that route makes cycling and walking undesirable on safety grounds and unpleasant due to the vehicle emissions. The completion of the South Devon Link Road will reduce traffic along the A380 and some of the back roads currently used as 'rat runs'. While it would be preferable to create an entirely off-road route, there is potential to have some sections on-road where there won't be a conflict between vehicles, pedestrians and cyclists.
- 9.24 A new route would encourage active lifestyles and offer a more attractive option for both commuting and recreational cyclists.
- 9.25 The site has potential for cirr buntings and at least two breeding territories were recorded there in 2009. Retention, provision and management of habitat for cirr buntings should therefore be included in the proposed 'managed habitat'.
- 9.26 The site contains an unconfirmed County Wildlife Site. Survey work is required to ensure that proposals won't impact on this site or its potentially sensitive habitats.
- 9.27 Greater horseshoe bats are recorded within this area. It is important that any lighting required for the park and trail only proceeds following detailed bat surveys, careful analysis of potential impacts and subsequent design and implementation of appropriate mitigation.
- 9.28 A country park and trail will inevitably require some associated physical structures, such as bird hides, storage areas for maintenance and possibly a small scale food and drink outlet and visitor centre. There will therefore need to be support for such buildings, subject to Appropriate Assessment of the impact and design.
- 9.29 Some visitors to the site will arrive by vehicle and consideration needs to be given to how this will be managed, to avoid inappropriate parking.

KK5 Village Centre

The village centre is defined as Fore Street and the area between Water Lane and Jurys Corner. Proposals for environmental enhancement that will improve the provision of local shopping, services and other key village centre uses will be supported once the South Devon Link Road has been completed. This may involve redevelopment and/or relocation of existing uses as appropriate, provided the character of the area is maintained and enhanced. Proposals to 'green' the A380 through the village once the South Devon Link Road is completed are supported.

- 9.30** The majority of residents undertake their main shopping away from the village, using the existing shops along Fore Street for ‘top-up’ shopping. Only 9% of residents’ shopping is undertaken in the village. This situation is not sustainable. A stronger retail core for the village is essential to keep Kingskerswell vibrant and give it a focus.
- 9.31** To achieve this it is important to support existing businesses and encourage complementary uses which help to keep spending and shopping within the village. This has clear benefits in maintaining the village heart and it also helps to reduce a need to travel to shop. The Village Plan and Community Masterplan referred to the introduction of regular produce markets in the village and any proposals which help to facilitate this will be supported.
- 9.32** The Village Centre Enhancement Plan has been produced to investigate opportunities to enhance the character of the area, involving investment in improved street scene and other changes. The area is indicated on the policies map and the final report from the study forms the basis of further work and action over the period of the plan.
- 9.33** As part of the South Devon Link Road scheme investment will be available for the village centre and enhancement of the A380. Discussions will continue between the County, District and Parish Councils and the local community about the most appropriate way to use that investment.

Edge of Exeter

- 10.1** Exeter is a key economic driver for the region and is a major Regional Centre for services, retailing and culture. It has high economic growth prospects, with a growing knowledge-based economy, including the University and Met Office, as well as proposed developments at Science Park and SkyPark. The city is also a key provider of high order services, such as shops, jobs and education for Teignbridge residents. The economic success of Exeter is vital to the region as a whole and Teignbridge residents in particular. It is, therefore, relevant to consider how the Local Plan can support this success.
- 10.2** The city's expansion over the years has brought its built form close to its administrative boundary and the Local Plan can play an important role in supporting the city's growth and function, by identifying opportunities to provide sustainable growth within the Teignbridge Plan area boundary.
- 10.3** Exeter's Adopted Core Strategy identifies the area to the north of Teignbridge District Council's boundary for 500 homes. Teignbridge District Council in partnership with Exeter City Council, Devon County Council and Exeter and East Devon Growth Point commissioned a masterplan for the South West of Exeter. The purpose of the joint masterplan is to help promote and encourage sustainable growth. The proposals put forward in that document have informed policies SWE1 and SWE3 in the Local Plan and an illustrative sketch plan prepared by the Council for the South West Exeter area is included in this chapter.
- 10.4** This approach supports sustainable growth by reducing the need to travel, focusing new housing, jobs and facilities into locations with existing infrastructure to cope with the increased demand.

Site Description

- 10.5** The site lies within the Teignbridge planning area but adjoins the Exeter City administration boundary. It is located on the western side of the Exe Valley, on land which rises up from the flat floor of the river floodplain to a series of low rounded hills, ridges and valleys, modified significantly in places by major road cuttings. The area lies north and south of the A379 and west of the B3123 (Bad Homburg Way), with the A30 forming the western boundary. The most visually prominent parts of the site comprise the upper slopes and top of the ridge of higher ground which visually separates the Exe floodplain from areas to the southwest. The area is predominately green field but also includes some existing residential and business facilities, a hotel, and an inert waste facility. The area benefits from scheduled monuments and wildlife designations. The site also straddles the Matford Brook a water watercourse that flows into the River Exe.
- 10.6** The provision of new housing and associated development on the edge of Exeter, close to the major employment location of Marsh Barton Trading Estate is a highly sustainable location and will support the continued successful expansion of the City. To provide a balanced, sustainable community, consideration needs to be given to more than housing. Therefore, this strategic allocation requires a range of infrastructure elements that will need to be delivered in a timely manner.

SWE1 South West of Exeter Urban Extension

The South West of Exeter will develop as a sustainable urban extension, resilient to climate change where new and existing residents will be able to access a range of community facilities, shops, jobs, recreation areas and public transport improvements. It will represent a new part of the City, south of the River Exe which will reinforce the importance of the southern approach. The aim is to establish a new area within the natural setting of Exeter, sitting below the ridgeline and benefiting from the backcloth of the hills that enclose the City.

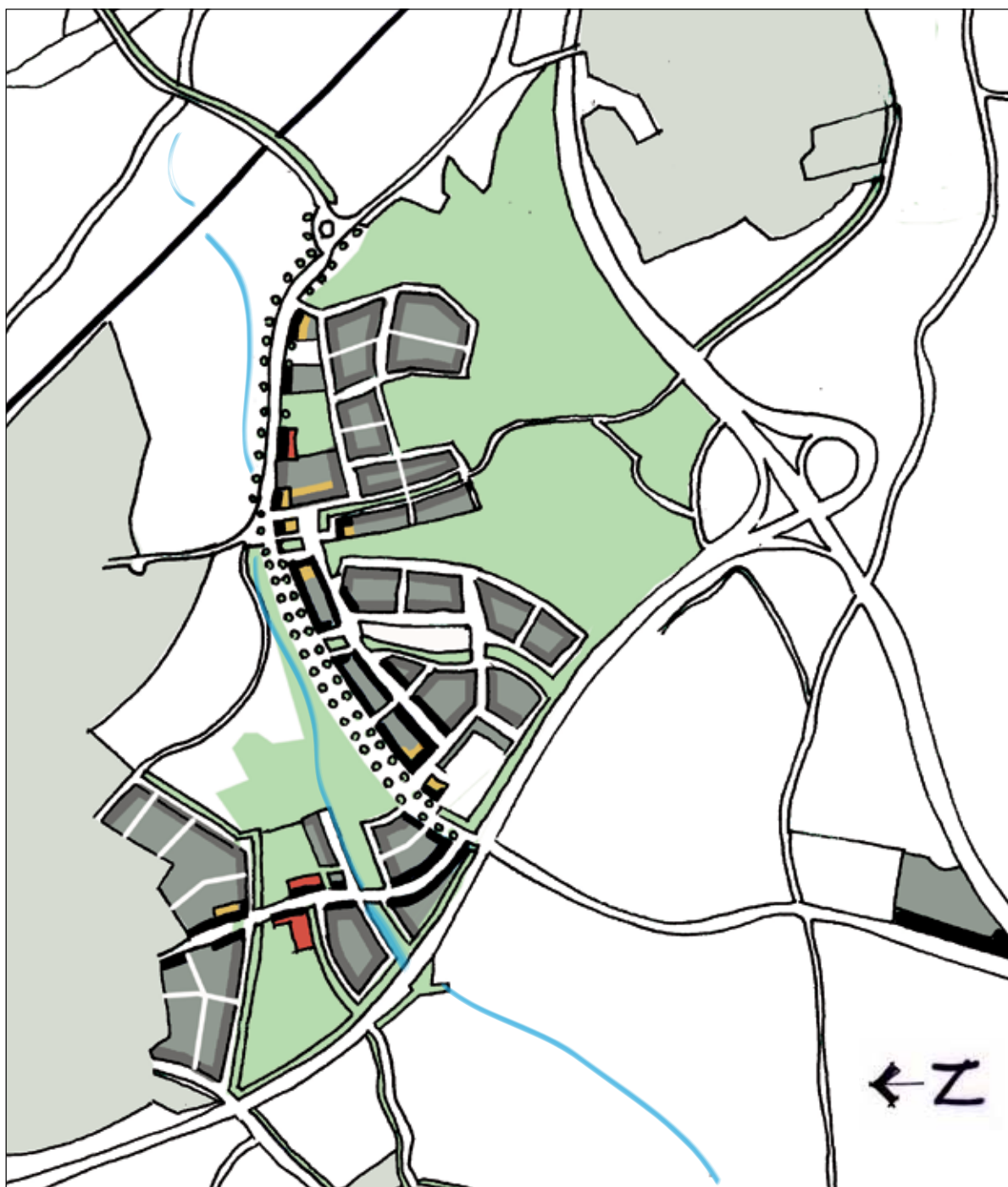
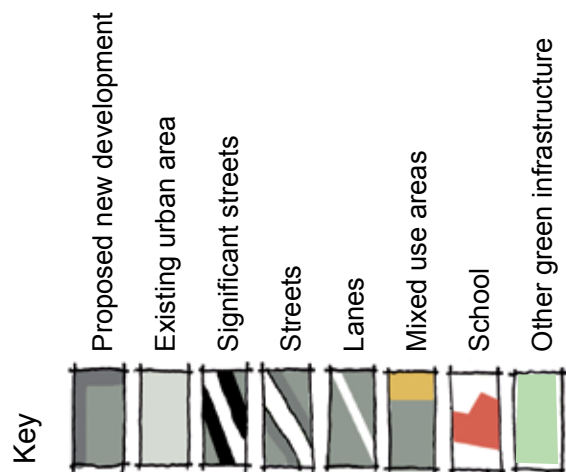
A site of approximately 92 hectares is allocated to the south west of Exeter for a mixed use development including:

- a) delivery of at least 2,000 homes with a target of 25% affordable homes;
- b) 24 Gypsy and Traveller pitches;
- c) 20 hectares of green space comprising formal and informal green space, active recreation space, children and young people's space, natural green spaces and allotments;
- d) land for 2 primary schools and 1 secondary school or preferably 1 primary school and 1 all-through school;
- e) a range of community facilities well related and accessible to all, including a multi-purpose community/sports building, youth and children's centre, health, police, library and faith provision, and shops, and small scale employment to provide a focus for neighbourhoods will be provided in mixed use local centres and hubs. The hubs will serve the day-to-day needs of nearby residents and act as the focal point for the community being well connected and permeable;
- f) opportunities for sustainable travel and lifestyles including a network of safe and convenient green routes and cycling links that bridge the barriers presented by transport infrastructure and which promote healthy living and a sense of well-being;
- g) public transport and highway improvements as required including an enhanced public transport route, 1,000 space park and ride hub, access to a new rail halt at Marsh Barton, improvements to Bridge Road, enhancements to the A379 from Chudleigh Road to Bridge Road, including improvements to existing junctions and new junctions to serve development and, remodelling of the Devon Hotel junction at the A379 and B3123; and
- h) incorporation of a site wide District Heating system to which all developments will connect, with preference given to using heat from the Marsh Barton Energy from Waste facility, subject to viability.

Development and required infrastructure will be delivered on a phased basis in line with housing delivery.

Proposals will not be permitted where they would prevent a comprehensive approach to the development and infrastructure of the whole site.

- 10.7** Further detailed archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects. These are likely to be required before the planning application is submitted.
- 10.8** Development within the strategic allocation should have general regard to guidance contained within the South West Exeter Masterplan Study. It is expected that proposals will deliver a mixture of uses in each phase to avoid a domination of mono uses and ensure that community infrastructure and other requirements are not left until the end of the development. An illustration of the key principles arising from policies and the South West Exeter Masterplan is shown on the next page.
- 10.9** The growth to the South West of Exeter will be a new mixed use area on an enhanced public transport route. It will comprise new neighbourhoods with a range of community facilities clustered together within the valley. New permeable and connected communities will be located on the valley sides facing the City leading to the ridge-top park with views across the Exe Valley towards the City and across the estuary.
- 10.10** Exeter experiences traffic congestion along its main arterial routes, particularly at peak hours. Any sustainable development looks to initiatives to reduce the need to travel and to encourage greater use of sustainable forms of transport. An enhanced public transport route is proposed to run from the Marsh Barton area. This will include regular, safe and local transport. A key part of this public transport network is the provision of a replacement park and ride facility within the new development. Ideally located to the south of the A379 at the intersection of the A30 and A379, it will serve existing commuters and help change the nature of the A379 and reduce traffic to Chudleigh Road. The Devon Metro scheme proposes a rail halt at Marsh Barton which will serve existing commuters and is fundamental in providing additional road capacity. This halt is not within the allocation but is imperative to it. Further investment in cycle routes and improved pedestrian links will also be required. These measures and others will need to be in place early in the development to facilitate a modal shift to remove some traffic from the existing network allowing sufficient capacity to support the development. The Devon Metro Study, commissioned by Devon County Council, considered the re-opening of the Exminster station to be unviable, with a new station at Marsh Barton a more attractive option. While a re-opened station at Exminster is not likely in the early part of the Plan, there may be opportunity at the latter end and support will be given to any proposals for new buildings and any car parking facilities in relation to a station.
- 10.11** Improvements to the A379 are necessary to avoid this road becoming a barrier which could divide and prevent a well-connected and sustainable place. It will be necessary to change the nature of the road so that it can begin to integrate with and become a functioning part of the development. The road will need to respond to its new environment and role within the city whilst also maintaining its current function and capacity. Changes to the nature of this road could include, for example, speed reductions, providing pedestrian crossings at key points, consideration of a footbridge. The South West Exeter masterplan has additional details on this.
- 10.12** The surrounding roads also generate noise and any development will need to consider



the impacts of this on development. Appropriate design and planting will need to be incorporated to reduce noise to acceptable standards. Additional surveys may be required.

- 10.13** There is a need for a mix of housing types and sizes within the area. Density will need to respond to the topography and may be varied across the site as appropriate with higher density around the hubs.
- 10.14** The evidence for Gypsy and Traveller need in Teignbridge has been updated. 24 pitches will be required as part of this allocation. The pitches do not have to be delivered as one site and will count towards the affordable housing contribution from the site. Consideration may be given to off-site provision if more suitable alternatives are proposed. However, given the proximity to the M5, A30 and A38 corridors and proposed community facilities the preference is for pitches to form part of the new neighbourhood to the South West of Exeter and be part of an integrated, mixed community.
- 10.15** The community hubs will include some localised employment opportunities. This is likely to be in the form of B1, some retail or other employment generating uses from the community facilities.
- 10.16** As a result of development in this area there will be a need for additional primary and secondary school places, including suitable land to develop new provision. 2000 homes are likely to generate 500 primary age pupils and 300 of secondary age. This is in addition to any new pupils generated through growth within the Exeter City planning area. Consequently, a need is identified for a new primary school and an additional all through school. It is considered that a primary should be located south of the A379 and that the all through school should be located north of the A379. The preferred locations for these schools are identified on the masterplan. Devon County Council, Exeter City Council and Teignbridge District Council will work together in securing the appropriate CIL/Section 106 contributions. The nearby village of Exminster has an existing school which cannot be expanded on its existing site, and which appears to be under some pressure as a result of housing commitments in the village. There may be scope to provide some of the urban extension primary school requirements on a new primary school site at the village and to resolve both issues in this matter. Further consideration of this option will be given in conjunction with the Local Education Authority.
- 10.17** An archaeology and cultural heritage assessment, including targeted geophysical survey and surface artefact collection has been undertaken. There are scheduled monuments present which are to be safeguarded. Where they are located near to development they will be required to have suitable non-development buffers and should be incorporated into green open space with a naturalistic setting to any built development to protect their setting.
- 10.18** There are also seven Grade II listed buildings and a number of Grade II structures close to the survey boundaries. These, their settings and the wider historic landscape will need careful consideration.
- 10.19** The Strategic Flood Risk Assessment for Exeter (2008) states that the Matford Brook is a minor watercourse that flows into the River Exe to the south of the Alphin Brook. Its lower reaches are connected to a series of open drains and ditches that drain the

low lying industrial/commercial area. The Matford Brook is not considered to pose any significant flood risk to most of the lower catchment although a large proportion of the catchment is shown to be within the indicative floodplain. Development is avoided in these areas which are identified for blue and green space for the proposed valley park.

- 10.20** The development will provide for 20 hectares of open space, potentially in a lower valley park incorporating landscape features and linking the proposed neighbourhoods, whilst at the same time protecting the schedule monument and its setting.
- 10.21** The urban extension will provide for key arrival points to reinforce the identity of the southern gateway of Exeter. Arrival points should be well designed, attractive and make it easy for people to orientate themselves.
- 10.22** To maintain viability, the urban extension should be delivered in phases to ensure sustainable growth and that the appropriate level of infrastructure is in place to accommodate it. A phasing strategy will be required for infrastructure and development across the whole site relating to SWE1 and SWE3.
- 10.23** Due to the scale of infrastructure and need for modal shift in transport provision, it is likely that the development within Teignbridge would come towards the latter part of the plan period.
- 10.24** All phases and all parties of the development would be expected to contribute to the necessary infrastructure required and any essential mitigation/compensatory habitat scheme via the Community Infrastructure Levy and/or planning obligations. Close co-ordination with Exeter City Council and Devon County Council will be required in delivering the required infrastructure as and when appropriate.

SWE2 Employment adjacent to Peamore

A site of approximately 5 hectares is allocated adjacent to Peamore for employment land. This will provide a mix of predominantly B2 and B8 uses as appropriate to the site and its wider context, ensuring that there is also a mix of unit size to enable businesses to start up and expand.

- 10.25** Whilst there will be some localised employment within the community hubs, the main allocation will be adjacent to an existing employment area situated outside the masterplan area which could be delivered independently. This will facilitate growth in the existing businesses and the potential for other appropriate uses. It is not intended to compete with other areas in and around Exeter and is considered an appropriate location. It has the opportunity to be one of the key arrival points and should be designed appropriately to respond to its environment.
- 10.26** Due to the proximity to the M5/A38 junctions it is essential that development of this site does not create a conflict with the function of those roads, particularly in relation to any new access into the site from the A379.

- 10.27** Matford Business Park, within Exeter City Council's boundary, is a large employment area that is expanding and provides a range of additional employment opportunities. These along with the allocation at Peamore will offer a good range of opportunities to work close to the planned urban extension and reduce the need to travel by car.

SWE3 Ridge Top Park

An area of approximately 70 hectares is allocated to the south of the A379 at the south west of Exeter as a ridge top park. This site will be suitable alternative natural green space which will include a mix of facilities for recreation purposes.

It will be managed as a public park and may include:

- a) buildings of an appropriate scale for associated leisure, recreation and maintenance use; and**
- b) suitably located ancillary car parking provision.**

Any proposals for development shall be accompanied by:

- c) wildlife assessments on the impact of new structures; and**
- d) assessment of the impact of any proposed lighting and potential mitigation.**

- 10.28** The land is predominately farm land but also incorporates an inert landfill site, a Scheduled Monument and a County Wildlife Site.
- 10.29** Teignbridge District, Exeter City and East Devon District Councils all border the Exe Estuary. In partnership with Natural England and others it has been determined that housing and tourist accommodation developments in the stated local authority areas will have an in-combination likely significant effect on the Exe Estuary Special Protection Area (SPA) and Dawlish Warren Special Area of Conservation (SAC) through impacts from recreational use. The impacts are highest from developments within 10 kilometres of the SPA/SAC. It is therefore essential that mitigation is secured to make such developments permissible.
- 10.30** Mitigation for recreational impacts can take the form of access management within the European sites, or provision of substantial alternative recreation locations to draw users away from the European sites. Given the amount of development proposed in SWE1 and other nearby areas and the proximity to the designations it is considered most appropriate to provide suitable alternative natural green space (SANGS). This should be close to new development to attract recreation pressure away.
- 10.31** The ridge top park's main purpose is therefore to attract much of the new day-to-day recreation pressure away from the European sites, especially Exminster Marshes, the Exe Estuary SPA, Ramsar site and Dawlish Warren SAC. As such it is over and above that normally required by development.

- 10.32** The provision of a ridge-top park will also ensure that development is set within a high quality and diverse green space protecting the green ridge of the city. It will meet the needs of new residents as well as providing an asset for existing residents. The park, close to new development will improve leisure opportunities and should cater for frequent, regular uses such as dog walking, older children playing, and 'play park' trips. It should also be large enough, have sufficient facilities and be attractive enough to attract a significant amount of 'family trip' use.
- 10.33** The area also incorporates wildlife designations, including a County Wildlife Site known for cirl buntings. It is considered that these could be incorporated into the ridge top park without detriment to the designation. If this is not the case and in all other respects suitable on-site mitigation and habitat compensation measures to mitigate any impact on protected species including the cirl bunting will be required.
- 10.34** To prevent coalescence between the new development and the village of Exminster a strategic open break has been identified through Policy EN1. This area incorporates the ridge-top park and parts of the area to the south west of Exminster village outside the settlement boundary.
- 10.35** The landfill site at Trood Lane is allocated as a 'significant' waste management facility within the current adopted Devon County Waste Local Plan. The site benefits from planning permission as an inert landfill site and recycling facility. If the site was to cease functioning as a waste facility there is a requirement that it be restored to cirl bunting habitat. This requirement could integrate well with the ridge top park provision. In the interim a 250 metre buffer around the site would be required as a precautionary measure to monitoring any issues with dust particles on the site. It is understood however, that the current operation of the landfill site is under lease until 2017. As it is anticipated that SWE1 and SWE3 will be towards the latter end of the plan period, the landfill site is not considered a constraint to the allocation of this area. Any appropriate remedial action will be required.
- 10.36** A country park and trail will inevitably require some associated physical structures, such as bird hides, storage areas for maintenance and possibly a small scale food and drink outlet and visitor centre. There will therefore need to be support for such buildings, subject to Appropriate Assessment of the impact and design.
- 10.39** Some visitors to the site will arrive by vehicle and consideration needs to be given to how this will be managed, to avoid inappropriate parking.



Dawlish

- 11.1** Dawlish is the third largest town in Teignbridge with a population of about 13,800. Within the parish of Dawlish there are two village communities at Holcombe, and at Cockwood/Middlewood/Westwood. There is also a community at Dawlish Warren, and part of the built up area of Teignmouth falls within Dawlish parish.
- 11.2** Dawlish functions as a centre providing local employment, shopping, education and community services for the town's residents and nearby communities. It is also a key provider of visitor accommodation, which is concentrated in the form of touring and holiday parks at Dawlish Warren.
- 11.3** The policies for Dawlish have been informed through the preparation of the Dawlish Parish Neighbourhood Plan which is an informal/non statutory community planning document. The Neighbourhood Plan has been assessed by an Independent Examiner and the findings of the Examiner's report have been taken into account in preparing the Local Plan.
- 11.4** Policy S17 sets out the strategic policy and vision for Dawlish. The following policies set out how the strategy and vision will be delivered.

DA2 North West Secmaton Lane

A site of approximately 43 hectares is allocated north-west of Secmaton Lane for a mixed use urban extension which shall:

- a) include a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders;**
- b) create a high quality landmark development for the gateway to the town on the A379 Exeter Road;**
- c) deliver at least 860 homes with a target of 25% affordable homes;**
- d) include a 50 bed extra care housing scheme and/or other appropriate elderly housing provision;**
- e) deliver a multi-purpose building capable of incorporating health and early years children facilities;**
- f) provide for vehicular access through the development between Elm Grove Road and the A379 Exeter Road, including supported bus service, cycle lanes and footpaths; and**
- g) deliver at least 3 hectares of land for employment development, for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of unit size to enable businesses to start up and expand; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses.**

- 11.5** The Local Plan provides for concentrated growth to the north of Dawlish, adjoining Secmaton Lane which is covered by Policy DA2. This will form part of a single

contiguous urban extension with recently approved mixed use residential development to the east of the A379, with a strategic 'blue and green' route and open space linking from Langdon Road at the back of the town to Dawlish Warren. The option will provide for a better connected place through enhanced opportunities for walking and cycling. It avoids undeveloped coast and cliff tops and the coalescence of small communities within Dawlish parish. Deliverability of this growth option is assisted through the recently completed highway infrastructure in connection with the Sainsbury's supermarket.

- 11.6** As a strategic site with the need to deliver key infrastructure, a mix of uses, a number of land ownerships, and many issues to be balanced it is essential that DA2 is planned as a whole. It is acknowledged that developments will be brought forward in smaller parcels. However, it is essential that key infrastructure for roads, wildlife and community facilities are properly planned for and safeguarded. The masterplan will include consideration of urban design appropriate for the Dawlish area. Developments in prominent locations adjacent to the A379 Exeter Road will need to be designed to a high quality and act as landmark buildings with appropriate landscaping to frame, not hide, the structures.
- 11.7** All allocations will require an appropriate wildlife/habitat survey, including for cirl buntings and other protected species. Where the allocation affects cirl buntings, their habitat or other species, appropriate mitigation will be required and need to be put in place. The exact type, size or location of mitigation will be dependent on the specific disturbance or impact. Consideration of Policies EN 9 and EN11 should be taken.
- 11.8** Serviced employment land in accessible locations will be an important part of improving the job offer and wages at Dawlish. The requirement to deliver at least 3 hectares of land for B-space business use within site allocation DA2 will help redress the balance of the number of jobs available compared to the number of working age people in the area.
- 11.9** The allocation of land for a 50 bed extra care housing scheme recognises that Dawlish is forecast to have an ageing population and there will be a need for specialist forms of accommodation. There may be other forms of elderly provision suitable for the site.
- 11.10** Advice provided from healthcare agencies has indicated a need to retain and improve existing healthcare facilities at Dawlish, including the hospital, Barton surgery and its satellite surgery at Dawlish Warren. The provision of a new facility should be in the form of a multi-purpose building that would be capable of incorporating health facilities in the event that future need arise in the planning period.



DA4 West of Southdowns Road

A site of approximately 0.6 hectare is allocated west of Southdowns Road for residential use to include:

- a) at least 20 homes with a target of 25% affordable homes;**
- b) vehicular access to be achieved from Southdowns Road;**
- c) a landscape buffer along the southern boundary of the site; and**
- d) pedestrian/cycle access through the development from South Downs Road leading to Oak Hill Cross Road.**

- 11.11** The development of about 20 new homes west of Southdowns Road will assist the delivery of new homes locally in the early plan period, without the need for significant onsite infrastructure.
- 11.12** The site is within an area of known cirl bunting activity and any proposals will need to include suitable ecological assessments. Any application will need to show what on and off site mitigation is proposed for loss of cirl bunting habitat if necessary.

DA5 Land at Littleleigh, Holcombe

A site of approximately 1.4 hectares is allocated at Littleleigh, Holcombe for up to 35 homes, with a target of 25% affordable homes.

- 11.13** The Dawlish Parish Neighbourhood Plan has identified a site for new housing adjoining Holcombe village, which now has planning permission. An extended site is fronted on three sides by development and has limited visibility from the open countryside. Holcombe is situated on the A379 road and public transport route, in close proximity to Teignmouth and Dawlish which offer a range of shops, services, schools and local employment opportunities.

DA6 Dawlish Green Infrastructure

Approximately 15 hectares of strategic green infrastructure will be delivered in the form of a strategic 'blue and green' route from development proposed in policy DA2 to Dawlish Warren Road, including:

- a) a pedestrian/cycle route with linear open space along the Shutterton Brook;**
- b) community park with sports pitch and play/informal open space;**
- c) allotments and community orchard for local food production; and**
- d) complementary suitable alternative natural green space.**

- 11.14** Significant provision of new public open space is proposed to support growth at Dawlish, to provide new opportunities for sport/recreation, walking and cycling and

for growing food locally. The strategic 'blue and green' route along the Shutterton Brook will provide improved access for non-car users from new development to Dawlish Warren and its rail station.

DA7 Dawlish Warren Coastal Park

An area approximately 22 hectares is identified at Dawlish Warren to create a Coastal Park which shall:

- a) include suitable alternative natural green space and recreation facilities;**
- b) include buildings of an appropriate scale for associated leisure, recreation and maintenance use; and**
- c) contain suitably located ancillary car parking provision.**

Any proposals for development shall be accompanied by:

- d) wildlife assessments on the impact of new structures; and**
- e) assessment of the impact of any proposed lighting and potential mitigation.**

- 11.15** A Coastal Park is proposed between Dawlish and Dawlish Warren. The main purpose of the Coastal Park will be to attract visitor pressure away from the European Sites at Dawlish Warren (SAC) and the Exe Estuary (SPA and RAMSAR), and as such it will be a piece of strategic infrastructure providing suitable alternative natural green space (SANGS) over and above open space normally required to serve new development.
- 11.16** The Coastal Park will include multi use tracks and trails and open space for informal recreation providing an alternative destination for walkers and dog walking, with connection to the route of the South West Coastal Path and National Cycle Network Route 2. It will also serve as a locally important visitor attraction and support tourism through the inclusion of recreation facilities, potentially a children's adventure/ sheltered play area, outdoor amphitheatre, and visitor centre. To protect the undeveloped cliff tops and prominent open headland new buildings will be restricted to the northern part of the Coastal Park to the immediate south of Mount Pleasant Road.
- 11.17** The Local Planning Authority will work with landowners, agencies and other partners towards the successful delivery of the Coastal Park in perpetuity through management agreements or potential land acquisition, funded through Community Infrastructure Levy and other potential sources.
- 11.18** A coastal park and trail will inevitably require some associated physical structures, such as bird hides, storage areas for maintenance and possibly a small scale food and drink outlet and visitor centre. There will therefore need to be support for such buildings, subject to Appropriate Assessment of the impact and design.

- 11.19** Some visitors to the site will arrive by vehicle and consideration needs to be given to how this will be managed, to avoid inappropriate parking subject to Appropriate Assessment of the impact and design.

DA9 Dawlish – Movement

Connectivity and accessibility within Dawlish will be improved through:

- a) identification of strategic routes for walking and cycling from:**
 - i. Langdon Road to Dawlish Warren Road along the Shutterton Brook**
 - ii. Dawlish seafront to the Newhay**
- b) cycle storage facilities at Dawlish and Dawlish Warren rail stations;**
- c) the National Cycle Network Route 2 at Dawlish including a route from Dawlish to Teignmouth;**
- d) improvements to public transport services, including bus and implementation of the Devon Metro scheme;**
- e) improvements at:**
 - i. Warren car park**
 - ii. Strand car park**
 - iii. Barton Hill car park, including investigating the potential for coach drop-off/pick up point; and**
 - iv. Cockwood for off-street parking.**

DA10 Education Facilities

To improve education and adult learning at Dawlish, enhanced facilities will be supported at:

- a) existing primary schools; and**
- b) Dawlish Community College.**

- 11.20** Advice provided from the Dawlish Learning Partnership and Devon County Council does not indicate a need for a new primary school. However, enhancements to existing primary school facilities and to Dawlish Community College are considered necessary to support proposed growth at the town.
- 11.21** The recently completed Red Rock skills centre at Sandy Lane is currently used for a range of vocational skills training courses. However, the Dawlish Learning Partnership and Community College has expressed a desire for improved Post 16 learning and training facilities alongside a business enterprise centre and adult and community learning provision. While this will help more young people to remain in Dawlish to further their education and training, the development of a broad range of adult education provision will appeal to all sections of the community.

DA12 Regeneration

Regeneration will be supported through the following schemes at Dawlish/Dawlish Warren:

- a) improve the relationship between the Strand and the Lawn;
- b) Bandstand –an improved structure that will provide a focus for arts and events;
- c) Tuck's Plot – enhance as a civic space;
- d) Warren Approach – improve the entrance to Dawlish Warren, with enhancements at the Sun Burnt Arms and Lee Cliff Park;
- e) Dawlish seafront – with improved access to the beach, jetty and along the sea wall, replacement kiosk and seating; and
- f) improvements to Dawlish Business Park to resolve current environmental issues.

11.22 There have been several community-led regeneration strategies prepared for Dawlish, including the 'Dawlish Tomorrow' and 'Amberline Coast' studies. These documents point to a need for regeneration to enhance the areas existing qualities, its image and identity.

11.23 Improvements to the Strand will encourage private sector investment in local shops, cafes and restaurants to support a niche shopping experience and thriving evening economy. The Amberline Coast Study identifies further potential for improving the relationship between the Strand and the Lawn which is included in local plan policy DA12.

Separation of Settlements

11.24 Through Policy EN2 Undeveloped Coast is defined between Dawlish, Holcombe and Teignmouth. Undeveloped Coast designation affords significant protection to open land between these settlements.



Teignmouth

- 12.1** Teignmouth is the second largest town in Teignbridge with a population of about 15,300. The coastal town provides a range of local shops and services for residents and a rural hinterland, and is recognised as a place of arts and culture, being most recently famous as the home of the internationally successful rock band 'Muse'.
- 12.2** The key issues facing Teignmouth include high house prices, high levels of out commuting, flood risk particularly in the town centre, poor air quality along Bitton Park Road caused by congestion, an uneven distribution of facilities across the town and physical constraints to growth such as topography and the existing built form of the town.
- 12.3** However, the town's strengths include its location in relation to the estuary and a commercial port, a rail line train station and high quality landscape that attracts tourists.
- 12.4** Policy S18 sets out the strategic policy and vision for Teignmouth. The following policies set out how the strategy and vision will be delivered.

TE3 West of Higher Exeter Road

A site of approximately 9.5 hectares is allocated west of Higher Exeter Road for residential development including:

- a) delivery of at least 250 homes with a target of 25% affordable homes;**
- b) a green buffer along the southern edge of the site to protect the amenities of existing residential properties and protection of watercourses;**
- c) a new vehicular access to be achieved on to Higher Exeter Road with high quality design on the approach to the town, and pedestrian and cycle links to Gilbert Avenue and Armada Drive. Potential bus only route from Gilbert Avenue;**
- d) protection and enhancement of Frobisher Woods;**
- e) mitigation for cirl buntings and dormice including protection of hedgerows and connective woodland planting to Frobisher Woods;**
- f) on-site provision of formal and informal recreation areas; and**
- g) improvements to the Coombe Valley local nature reserve and public open space with enhanced public access and informal play/recreation space.**

- 12.5** Assessments on landscape, sustainable construction, carbon reduction, design and layout should accompany any proposals. Other policies within the local plan cover these requirements in more detail.

TE3A North of New Road

A site of approximately 2.5 hectares is allocated north of New Road for residential development including:

- a) delivery of at least 50 homes with a target of 25% affordable homes;**

- b) a well designed and laid out development that makes efficient use of land respecting the existing character of the area;**
- c) a vehicular access to be achieved through new development fronting New Road, with pedestrian and cycle way links to Oak Hill Cross Road; and**
- d) protection of hedgerows, provision of open space on the northern part of the allocation to protect green ridgeline and mitigation measures for bats and cirl buntings.**

12.6 The site provides an opportunity to deliver new homes early in the plan period. The site is within an area of known bat and cirl bunting activity and any applications will need to be informed by appropriate ecological assessments.

TE4 Regeneration Proposals

Regeneration will be delivered through the following schemes at Teignmouth:

- a) Brunswick Street/Northumberland Place, redevelopment of a 0.32 hectare site to include, subject to viability:**
 - i. up to 40 new homes with a target of 25% affordable homes**
 - ii. 1,000 square metres of comparison (non-food) retail or commercial floor space**
 - iii. replacement car parking provision through enhancements at Quay Road and/or Teign Street car park**
- b) River/Back Beach and Fish Quay, regenerated Back Beach/Fish Quay area to include:**
 - i. improvements to support the fishing industry, marine and other businesses**
 - ii. pedestrian walkway and seating**
 - iii. floorspace treatment along Queen Street/New Quay Street/Osmonds Lane**
- c) enhanced swimming pool facility at the Lido;**
- d) improvements to the Meadow Centre, Kingsway;**
- e) support the National Cycle Network Route 2 at Teignmouth including a route from Teignmouth to Kingsteignton; and**
- f) increased youth facilities.**

12.7 A Vision for Teignmouth' is the town's regeneration study which was developed out of extensive community consultation work undertaken in recent years in the town. The Vision presents a master plan which can shape the future of the town through 21 projects of varying scale. The projects are guided by a strategy which seeks to create an improved town centre at the heart of Teignmouth, make more of its dramatic seaside and estuarine setting, and make better connections between the surrounding neighbourhoods of the town and the centre.

12.8 Brunswick Street is central to the town and regeneration provides an opportunity to knit together the activities of the surrounding areas and add a mix of uses to create additional street level activity.

- 12.9** The Fish Quay area is another area of opportunity which is used by the local fishing industry. However it lacks all of the facilities required by the fishing industry and could be regenerated as a key visitor destination in the town. Planning permission has recently been granted for a new fish quay and means of enclosure for a fishing storage area. As the Fish Quay forms part of the River/Back Beach area it is important that any development sits comfortably with the informal character of this area. Regeneration will need to be integrated with flood defence works that are currently in progress and also recognise the interests of businesses that can provide local job opportunities and support recreation/tourism and the evening economy. Existing businesses in this area include manufacture of garden ornaments, chandlery and diving/surfing/sailing schools, public houses/restaurants and Teignmouth port.
- 12.10** The town's Lido is located on the edge of the town centre. The heated open-air pool is open for part of the year and is used by locals, visitors and clubs. The Vision for Teignmouth identifies the opportunity for considering the future of the pool, with options to improve the existing offer or relocate elsewhere in the town.

TE5 Marina Facility at Polly Steps

A site is allocated for development of a marina at Polly Steps, subject to:

- a) appropriate public access to slipway to/from the river Teign and parking provision;**
- b) satisfactory design, including hard standings, waste disposal, sewage pump out and hoist facilities; and**
- c) a habitat survey being undertaken to consider any potential impacts on mussel seeding areas and associated wildlife issues.**

- 12.11** An opportunity has been identified for the provision of a marina at Polly Steps. This could increase mooring capacity within the Teign Estuary and increase the attractiveness of Teignmouth to visiting and larger craft. The marina could contribute towards the provision of high quality facilities for watersports appropriate to the Teign Estuary and help reduce recreational pressure on the Exe Estuary Special Protection Area.



12.12 Delivery of a marina will be dependent on private sector interest but is recognised could increase the visitor spend within the town and provide increased employment and associated business opportunities in the area.

12.13 Vehicular access to Polly Steps, which provides boat storage and a public slipway to the river Teign, is currently achieved through the adjacent commercial port. Care will be needed to ensure the marina does not adversely affect the operation of the commercial port, or increase risk to public health and safety through use this existing means of access. Alternative access arrangements may need to be considered, which could include:

- a) improved bridge, road and junction at the existing point of access to the South West Water pump building; and
- b) pedestrian and cycle access through the arch of Shaldon Bridge to the marina and an enhanced route to the town

Separation of Settlements

12.14 Through Policy EN2 Undeveloped Coast is defined between Teignmouth and Bishopsteignton, and between Teignmouth, Holcombe and Dawlish. Undeveloped Coast designation affords significant protection to open land between these settlements.

Bovey Tracey

- 13.1** Bovey Tracey Parish occupies an enviable location at the gateway to Dartmoor National Park and is characterised by a high quality landscape. The economy of the area is strongly linked to tourism, mineral extraction and agriculture alongside a wide variety of both small and large businesses located in Bovey and Heathfield. It has easy access to the regional and national road network and is well placed to serve visitors.
- 13.2** It is important that Bovey Tracey balances environmental considerations with a positive economy over the next 20 years to ensure the town is a place where current and future generations have access to the homes, jobs and community facilities that they need in order for the parish to continue to thrive.
- 13.3** Policy S19 sets out the strategic policy and vision for Bovey Tracey. The following policies set out how the strategy and vision will be delivered.

BT1 Dean Park

A site of approximately 5 hectares is allocated at Dean Park including:

- a) a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders;**
- b) delivery of at least 120 homes with a target of 30% affordable homes;**
- c) measures to address the site's sensitive ecological, built environment and landscape setting adjoining Dartmoor National Park, including any measures necessary to mitigate impacts on greater horseshoe bat habitat;**
- d) a safe pedestrian and cycle access to the town centre; and**
- e) a bespoke Greater Horseshoe Bat mitigation plan for Dean Park must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the local foraging area and as a 'strategic flyway' used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**

- 13.4** Land at Dean Park to the north of Bovey Tracey has been identified for residential development and is expected to yield at least 120 homes. Masterplanning of the site should ensure good foot and cycle connectivity through the site and to facilities in the town centre, where possible on segregated routes. It will be particularly important to take account of any sensitive ecology, landscapes or listed building issues relating to the site's setting adjoining the Dartmoor National Park and the listed Atway Farmhouse and Cottages on Mary Street.
- 13.5** Dean Park is located within the flyways of the greater horseshoe bats. Detailed bat

survey data, along with a mitigation scheme, will need to accompany all planning applications in the area. This will need to demonstrate that the scheme protects the population of greater horseshoe bats and positively enhances any identified flyways or foraging areas. An Appropriate Assessment may be required. The masterplan and subsequent applications shall take account of recommendations within any ecological assessment.

BT2 Bradley Bends

A site of approximately 10 hectares is allocated for mixed use development at Bradley Bends including:

- a) a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders;**
- b) delivery of at least 915 sq m of employment floorspace for uses appropriate to the site and its wider context. Support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses;**
- c) delivery of at least 200 homes (including 20 self build) with a target of 30% affordable housing;**
- d) green infrastructure and on-site open space incorporating measures to mitigate any flood risk, appropriate buffering and landscaping measures to address the site's gateway entrance to Bovey Tracey;**
- e) measures to mitigate any ecological impacts, in particular on protected species including the greater horseshoe bat, including retention of the necessary existing mature trees and hedgerows, appropriate controls on levels of lighting and implementation of a Landscape and Ecological Management Plan secured by conditions;**
- f) cycle and foot path providing safe pedestrian and cycle access to the town centre, and;**
- g) road safety improvements including realignment of the B3344 'Bradley Bends' and extension of the 30mph zone to include the appeal site.**

13.6 Following an appeal decision on 7 August 2013 (APP/P1133/A/13/2191841), site BT2 Bradley Bends has been granted planning permission for 185 dwellings (plus 20 self build residential plots), 915 square metres of B1 employment floorspace, public open space, improvements to foot and cycleways into Bovey Tracey, re-alignment of the B3344, with appropriate contributions to the Riverside GP surgery, bus route no.39, education and indoor and outdoor recreation.

13.7 Any further application shall take account of the above Inspector's report and any new evidence. Any masterplan and further studies relating to the site shall ensure high quality urban design, a well-connected street layout, appropriate green infrastructure buffers, good connectivity between the site and the town centre, improvements to the existing road alignment to improve the entrance to the town

and consideration of how green infrastructure can reduce or mitigate flood risk and impact on the landscape and protected species including Greater Horseshoe Bats.

BT2A North of Indio House

A site of approximately 1.6 hectares is allocated for residential development at Indio House including:

- a) delivery of at least 45 homes with a target of 30% affordable homes;**
- b) measures to address the site's sensitive ecological, built environment and landscape setting adjoining the Grade 2 listed house and driveway, Dartmoor National Park and any measures necessary to mitigate impacts on greater horseshoe bats;**
- c) a safe pedestrian and cycle access to the town centre; and**
- d) a bespoke Greater Horseshoe Bat mitigation plan for North of Indio House must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area within the SAC sustenance zone and adjacent to the strategic flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**

- 13.8** The site is currently obscured from the town centre by trees and hedgerows, which will need to be maintained to minimise any landscape and wildlife impact. The site has a number of access options, however any road access should have regard to the character of the listed Indio House and driveway. Equally the character of new dwellings on the south-east side of the site will need to consider the setting of the listed building.
- 13.9** Land at Indio House is located close to the flyways of the greater horseshoe bats. Detailed bat survey data, along with any necessary mitigation will need to accompany a planning application. This will need to demonstrate that the scheme protects the population of greater horseshoe bats and positively enhances any identified flyways or foraging areas. An Appropriate Assessment may be required. The masterplan and subsequent applications shall take account of recommendations within any ecological assessment.

BT2C Old Newton Road

A site of approximately 0.7 hectares is allocated for land for office, general industrial or storage and distribution on land between the Old Newton Road and the A382, to include:

- a) a comprehensive landscape and design led masterplan;
- b) measures to address the site's ecological and landscape setting adjoining the Bovey Heath site of special scientific interest (SSSI), the Dartmoor National Park, the flood risk and including any measures necessary to mitigate impacts on greater horseshoe bat habitat;
- c) a safe pedestrian and cycle access to the town centre; and
- d) a bespoke Greater Horseshoe Bat mitigation plan for Old Newton Road must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area within the SAC sustenance zone and as a part of nearby strategic flyways used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.

- 13.10** This site adjacent to the Old Newton Abbot Road and the Bovey Heath SSSI is significantly constrained by environmental considerations. The need to provide a wide buffer between residential development and the Heathland does not leave significant capacity for new homes on this site. However, employment use would have much less impact, and a much reduced need for a buffer. The site is therefore allocated as a small employment site.
- 13.11** Recent evidence in 'Greater Horseshoe Bats – South Hams Special Area of Conservation' (May 2013) states the site may be key to the integrity of the SAC. A full season of appropriate bat surveys must be carried out to establish how the area is used by Greater Horseshoe Bats and to what extent, if any, the site acts as a flyway and supports foraging activity. If the results show that there is substantial use of the field as either foraging habitat as a commuting route, then the effect of development on the integrity of the SAC should be assessed formally through HRA.
- 13.12** The masterplan and subsequent applications shall take account of recommendations within any ecological assessment. In order to mitigate the impact of development the design would need to demonstrate that severance of any flyway could be avoided through both site layout and also a detailed lighting strategy. Consideration should also be given to seeking a biodiversity offset for loss of foraging habitat. Due to the potential high strategic value of the woodland element and to ensure that this suitable semi-natural habitat is retained for commuting Greater Horseshoe Bats the surrounding woodland belt should be formally protected. If the results of the bat surveys show the site is key to the integrity of the SAC there is a significant level of flexibility in employment land provision in the plan.

BT2D Abbey Road Primary School Site

A site of approximately 0.4 hectares is allocated for at least 15 homes, to be developed after a replacement primary school is provided in Bovey Tracey.

- 13.13** Provision of a replacement primary school will improve educational facilities within the town, since the current site is somewhat constrained. A site at Le Molay Littry Way is proposed in policy BT4. Once the replacement school has been opened, the current site will become available for redevelopment, and residential use is appropriate. Specialist use such as housing for older people may be appropriate. Since the development value of the site will help to fund the replacement school, no affordable housing provision will be sought on the site.

BT3 Challabrook

A site of approximately 19 hectares is allocated for mixed use development at Challabrook including:

- a) a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders including measures to mitigate and overcome flood risk;**
- b) delivery of at least 1.2 hectares of land for office, general industrial or storage and distribution as appropriate to the site and its wider context, ensuring that there is a mix of unit size to enable businesses to start up and expand; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses;**
- c) delivery of up to 270 homes with a target of 30% affordable homes;**
- d) green infrastructure and on-site open space incorporating appropriate buffering, landscaping, retention of existing trees and hedgerows and other mitigation measures to address any ecological impacts relating to greater horseshoe bats or landscape impacts relating to the site's sensitive setting adjoining Dartmoor National Park;**
- e) pedestrian and cycle footpath provision to ensure permeability through the site including towards the town centre, and to local facilities on Ashburton Road; and**
- f) a bespoke Greater Horseshoe Bat mitigation plan for Challabrook must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area within the SAC sustenance zone and as a part of the nearby strategic flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**

- 13.14** Land at Challabrook Farm has been identified for a high quality mixed development to meet the long term housing, employment and educational needs of the town. A small watercourse does present some flood risk constraints, however it is considered that with careful masterplanning, flood prevention and mitigation measures incorporating open spaces and green infrastructure links, the site will yield up to 270 new homes and 1.2 hectares of employment land.

- 13.15** The development will need to integrate well with the rest of Bovey Tracey and the wider landscape. There must be good connectivity between the town centre, employment premises, school, sports facilities and public open space. Road access into the site could be taken from Monks Way. Appropriate road crossings will be required to ensure safe access. The sensitivity of the landscape in this part of Bovey Tracey due to its location close to the edge of Dartmoor National Park will also need to be carefully considered. The biodiversity and potential visual impact of the site will require careful consideration, including via the planting of new and retention of existing trees and hedgerows wherever possible. Challabrook Farm will also require an appropriate buffer to avoid conflict between the continued use of the farm and new development.
- 13.16** Due to the mix of uses and number of issues that need to be balanced it is essential that the area is planned as a whole. A masterplanning exercise will be required to inform the detailed proposals.
- 13.17** The west of Bovey Tracey is within the South Hams Special Area of Conservation (SAC). Therefore detailed bat survey data, along with a mitigation scheme, will need to accompany all planning applications in the area. This will need to demonstrate that the scheme protects the population of greater horseshoe bats and positively enhances any identified foraging areas. An Appropriate Assessment may be required. The masterplan and subsequent applications shall take account of recommendations within any ecological assessment.

BT4 Land off Le Molay Littry Way

The Council will support the provision of community related facilities including a replacement primary school, multi-use community buildings and public open space such as allotments, orchards, sports and recreation facilities on this site.

Any development would also require:

- a) compliance with the River Bovey Flood Risk Mapping Report (March 2013);**
- b) green infrastructure and appropriate landscaping and mitigation measures to address any ecological and landscape impact;**
- c) safe cycle path access to the town centre; and**
- d) a bespoke Greater Horseshoe Bat mitigation plan for Land off Le Molay Littry Way must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area within the SAC sustenance zone and as part of a strategic flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**

- 13.18** This site of around 3 hectares at the edge of the town centre is well placed to provide

enhanced social and community facilities to complement the town centre, such as a new multi-use community building to meet social needs. The site may also be suitable for the relocated primary school. In order to underpin the viability of community provision, an element of commercial development appropriate in scale to the town and the site may be appropriate, including locally owned business start up units. Recent updates in the River Bovey Flood Risk Mapping Report (2013) show that the site is within Flood zone 1.

- 13.19** The land west of Le Molay Littry Way is located in a greater horseshoe bat flyway. Therefore detailed bat survey data, along with a mitigation scheme, will need to accompany all planning applications in the area. This will need to demonstrate that the scheme protects the population of greater horseshoe bats and positively enhances any identified flyways or foraging areas. An Appropriate Assessment may be required and subsequent applications shall take account of recommendations within any ecological assessment.

BT5 Town Centre

The Council will support enhancements to the town centre, in particular through any programme of measures to improve parking, accessibility and the public realm.

- 13.20** The Plan seeks to support the vitality and viability of the town centre and will work to enhance its role and function within the local community. The town centre performs an important role for tourism and leisure visitors as well as providing retail, service and community functions. We will aim to maintain the retail focus of the town to ensure it continues to meet local needs however uses that are complementary to this function will also be encouraged as appropriate.
- 13.21** The Council commissioned proposals to enhance the character of the town centre, involving investment in an improved street scene and other changes. The area is indicated on the policies plan and the final report from the study forms the basis of further work and action over the period of the plan.



BT6 Heathfield

Sites totalling 1.5 hectares at Dragoon Close, Heathfield are allocated for employment development.

- 13.22** At the northernmost part of the existing Heathfield Industrial Estate there are two sites which are available for employment/business use. The sites are 0.4 hectares and 1.1 hectares located at Dragoon Close off Cavalier Road.

Pottery Road

- 13.23** The Pottery Road area is important within Bovey Tracey as an existing mixed use area within the Town providing a good live/work environment. At Pottery Road the loss of employment land will be resisted to seek to maintain the mixed character of the area. Existing employment land is protected by Policy EC2 Loss of Employment Sites. Small scale developments that add to the mix of uses and services available within the area will however be welcomed. There are a number of important heritage assets within the area including listed buildings and structure, and properties within the designated Conservation Area.

Green Infrastructure

- 13.24** Mill Marsh Park, the Recreation Ground and other spaces in Bovey Tracey are important for local people and visitors. They are protected by policy WE12. New housing development could help to fund improvements to these areas, which will otherwise continue to be important for the local community. Improvements could include an outside gym, and enhanced play facilities for older children e.g. skate park. On and off road cycle and footpath links are important for leisure and commuting. New development would help fund these improvements and meet community aspirations to link Moretonhampstead to Newton Abbot along the Wray Valley trail.

Heathfield

- 13.25** In responding to planning applications at Heathfield the Council will work to maintain an appropriate balance between residential uses and employment land, and improve provision of and access to services and facilities. Key concerns for local people are connectivity and accessibility. Future infrastructure investment will seek to improve youth facilities (e.g. skate park), and green infrastructure with safe pedestrian and cycle links.

Chudleigh

- 14.1** Chudleigh is a small market town at the foot of the Haldon Hills close to the A38 trunk road. It has easy access to the regional and national road network and is well placed to serve visitors from the surrounding areas and from further afield. Chudleigh needs continued proportionate growth to enable its economy and community to flourish and become a more sustainable place to live and work.
- 14.2** The policies for Chudleigh have been produced following close work with the local community, taking forward proposals emerging from the Chudleigh Parish Plan and Chudleigh Community Masterplan. There are several key issues at Chudleigh, most notably the proximity to the South Hams Special Area of Conservation (SAC). In practice this means that development must be planned and located in a manner that does not affect the ability of the greater horseshoe bats to use the caves and does not restrict their access to their feeding habitat and wider territory. The area has been subject to a significant level of assessment and monitoring of Greater Horseshoe Bats activity. The results of this have guided the locations proposed for development and the mitigation measures that are set out in policies.
- 14.3** Chudleigh also has a high level of out-commuting. It is well located to the A38 and therefore has opportunity to bring forward employment that serves the town and is also close to the strategic road network. The capacity for growth at Chudleigh is restricted by the capacity of the Waste Water Treatment Works. Therefore, the policies for housing and employment are referred to as 'up to', rather than 'at least' as set out in allocations elsewhere.
- 14.4** Policy S20 sets out the strategic policy and vision for Chudleigh. The following policies set out how the strategy and vision will be delivered.

CH1 Land at Rocklands

A site of approximately 11 hectares is allocated for mixed use development, to include:

- a) a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders;**
- b) delivery of 1.5 hectare of high quality employment land with primarily a mix of A2 and B1 uses, capable of providing approximately 300 jobs, prior to the occupation of the 75th dwelling;**
- c) delivery of up to 175 homes with a target of 30% affordable homes;**
- d) green infrastructure providing opportunities for recreation, sustainable travel and local food production;**
- e) protection and positive enhancement of biodiversity habitats, including the identified greater horseshoe bat flyways;**
- f) highway improvements to Oldway Lane; and**
- g) a bespoke Greater Horseshoe Bat mitigation plan for Land at Rocklands must be submitted to and approved before planning permission will be granted.**

The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area within the SAC sustenance zone and as part of a strategic flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.

- 14.5** The site is located to the south west of Chudleigh, between Rocklands Vale, Station Hill and west of Oldway Lane. The mixed use development of this site offers an opportunity to provide housing that can help to meet local need in terms of both affordable and market homes, along with an area of significant new employment development.
- 14.6** As a site with the need to deliver key infrastructure, a mix of uses and many issues to be balanced such as the bat flyways, it is essential that the area is planned as a whole. It is acknowledged that developments may be brought forward in smaller parcels. However, it is essential that key infrastructure for roads and wildlife are properly planned for and safeguarded.
- 14.7** The site also has the potential to provide between 200 and 300 jobs through a mix of A2 (professional and financial services) and B1 (offices) uses. There may also be scope for a small proportion of business start-up units.
- 14.8** There are known bat flyways bordering the site on the northern and eastern edge of the area adjacent to Rocklands Vale and Station Hill, to the northern and western edge of the area west of Oldway Lane. There is a further known flyway west of Rocklands Vale and adjacent to Oldway Lane itself. There may also be other flyways bordering, or within the site. Proposals for the development of this site should be informed by an Appropriate Assessment and may require a Habitats Regulations Assessment. Detailed bat survey data, along with a mitigation scheme, will need to accompany a planning application for the site. In addition to habitat enhancement the development will also need to provide green infrastructure that provides opportunities for recreation, opportunities to grow food locally and space for formal recreation. The site may contain archaeological interest. Proposals for development should be accompanied and informed by suitable archaeological assessments.

CH2 Land North East of Chudleigh

A site of approximately 16 hectares is allocated to the north east of Chudleigh for a mixed used development including:

- a) a comprehensive landscape and design led masterplan for the strategic site allocation, produced with meaningful and continued input and engagement from stakeholders including the Sports Centre;**
- b) delivery of up to 150 homes with a target of 30% affordable homes;**
- c) the protection and enhancement of the existing sports facilities and provision of expanded sports facilities, including new pitches;**

- d) an agreed phasing strategy to ensure that housing and sports facilities are delivered in step with each other;**
- e) appropriate areas of green infrastructure providing opportunities for biodiversity enhancement, recreation, cycle and pedestrian routes and local food production;**
- f) protection and positive enhancement of biodiversity, including greater horseshoe bat habitat; and**
- g) a bespoke Greater Horseshoe Bat mitigation plan for Land North East of Chudleigh must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to sustain an adequate area of non-developed land as a functional part of the foraging area within the SAC sustenance zone and as a part of the strategic flyway used by commuting Greater Horseshoe Bats associated with the South Hams SAC. The plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**

- 14.9** There are known bat flyways bordering the site along Kate Brook and adjacent to the existing sports centre. An Appropriate Assessment will be required for this site. Detailed bat survey data, along with a mitigation scheme, will need to accompany all planning applications in the area. In addition to habitat enhancement the development will also need to provide green infrastructure that provides opportunities for recreation and to grow food locally.
- 14.10** As a site with the need to deliver key infrastructure, a mix of uses and many issues to be balanced such as bats it is essential that the area is planned as a whole with key infrastructure properly planned for and safeguarded. The site may contain archaeological interest. Proposals for development should be accompanied and informed by suitable archaeological assessments.

CH3 Land around James House

A site of approximately 1.3 hectares is allocated around James House for residential development including:

- a) delivery of up to 25 dwellings with a target of 30% affordable homes;**
- b) the protection and positive enhancement of greater horseshoe bat flyways;**
- c) green infrastructure providing biodiversity enhancement and opportunities for recreation including strategic landscaping measures to ensure that the development respects the sensitivity of the existing landscape setting; and**
- d) A bespoke Greater Horseshoe Bats mitigation plan for Land around James House must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will provide a substantial tall landscape buffer along the northern edge in order to ensure no light spill greater than 0.5 lux occurs in the land allocated for Green Infrastructure to the north of CH3. The mitigation plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**

- 14.11** There are known bat flyways bordering the site along the north eastern boundary. These flyways are likely to be linked to areas of feeding for greater horseshoe bats and as such will need to be protected. Proposals for the development of this site should be informed by an Appropriate Assessment and may require a Habitats Regulations Assessment. Detailed bat survey data, along with an appropriate bat and flood risk mitigation scheme, will need to accompany all planning applications in the area. A 25 metre buffer between the flyway and any development will need to be incorporated into the scheme. In addition to habitat enhancement, this green infrastructure can provide opportunities for recreation and to grow food locally. The site may contain archaeological interest. Proposals for development should be accompanied and informed by suitable archaeological assessments.
- 14.12** All new development should be designed to take account of the setting of and views towards the existing natural and built character. The development will need to be designed to a high quality with appropriate landscaping, and take opportunities to encourage residents to walk and cycle to the town centre.

CH4 Land at Colway Lane

A site of approximately 1.1 hectares is allocated at Colway Lane for residential development including:

- a) delivery of up to 25 homes with a target of 30% affordable homes;**
- b) the protection and positive enhancement of greater horseshoe bat flyways;**
- c) green infrastructure providing biodiversity enhancement and opportunities for recreation including strategic landscaping measures to ensure that the development respects the sensitivity of the existing built and landscape setting; and**
- d) A bespoke Greater Horseshoe Bats mitigation plan for Land at Colway Lane must be submitted to and approved before planning permission will be granted. The plan must demonstrate how the site will be developed in order to ensure no light spill greater than 0.5 lux occurs in the land allocated for Green Infrastructure to the north of CH3. The mitigation plan must demonstrate that there will be no adverse effect on the SAC alone or in combination with other plans or projects.**



- 14.13** The boundary along the north eastern edge of the site is marked by a mature well developed hedgerow which may provide foraging opportunities for great horseshoe bats and will need to be protected. There are also opportunities for valuable habitat enhancements which could strengthen habitat connectivity across sites and improve linkages across the northern end of Chudleigh. Proposals for the development of this site should be informed by an Appropriate Assessment and may require a Habitats Regulations Assessment. Detailed bat survey data, along with a mitigation scheme, will need to accompany all planning applications in the area. A 25 metre buffer between the flyway and any development will need to be incorporated into the scheme. In addition to habitat enhancement, this green infrastructure can provide opportunities for recreation. The site may contain archaeological interest. Proposals for development should be accompanied and informed by suitable archaeological assessments.
- 14.14** All new development should be designed to take account of the setting of and views towards the existing natural and built character. The development will need to be designed to a high quality with appropriate landscaping, and take opportunities to encourage residents to walk and cycle to the town centre.

CH5 Land at Grovelands

A site of 1.5 hectares is allocated for residential development, to include:

- a) delivery of up to 50 homes with a target of 30% affordable homes; and**
- b) appropriate green infrastructure providing opportunities for recreation including strategic landscaping measures to ensure that the development respects the sensitivity of the existing built character.**

- 14.15** Any new development should be designed to a high quality, including the design of buildings and materials used in construction, as well as the layout and design principles. To encourage residents to walk and cycle to and from the site high quality connections in locations that positively promote access by means other than the car will need to be created. All new development should be designed to take account of the setting of and views towards the existing natural and built character. The development will need to be designed to a high quality with appropriate landscaping. The site may contain archaeological interest. Proposals for development should be accompanied and informed by suitable archaeological assessments.

CH6 North West of Town Centre

A site of approximately 0.75 hectares is allocated to the north west of the town centre for mixed-use development including:

- a) delivery of up to 10 homes including a target of 30% affordable homes;**
- b) 0.5 hectares of employment space providing small scale units;**
- c) the protection and positive enhancement of greater horseshoe bat flyways; and**

- d) strategic landscaping measures to ensure that the development respects the sensitivity of the existing built character.**

14.16 The mixed use development of this 0.75 hectare site can provide small scale employment and homes close to the town centre, within walking distance of the majority of services. The location could make the site suitable for less mobile members of the community, such as housing for older people. The scale of the site makes it appropriate for small business units, perhaps for start-ups. Proposals for the development of this site should be informed by an Appropriate Assessment and may require a Habitats Regulations Assessment.

CH8 Town Centre Enhancement

Chudleigh town centre will be enhanced to provide a high quality town square 'shared space' for pedestrians and vehicles which will include:

- a) traffic calming measures;**
- b) parking provision for less able residents;**
- c) enhanced surface materials;**
- d) street planting and furniture; and**
- e) rationalisation of signage.**

14.17 A key initiative identified in the Chudleigh Parish Plan and the Chudleigh Community Masterplan is a programme of town centre improvements, including traffic calming, an improved town square, street planting, street furniture, paving and unlocking the development potential of under used or infill sites.

14.18 The new town square will be a civic space linking the Town Hall with Conduit Square and parts of Fore Street, New Exeter Street and Old Exeter Street. Within the space the War Memorial will be given pride of place and will be more accessible. The space will be pedestrian friendly and will help calm traffic through the town centre. A similar, although much simpler, shared space will be created between Oldway and the southwestern entrance to the churchyard and an intermediate, ramped area using the same materials, will encompass the north-western entrance to the churchyard and the adjacent properties.

14.19 All technical issues including pedestrian safety, traffic speed, delivery and emergency vehicle access, access to parking for less able members of the community and water run-off will need to be considered thoroughly as the project is developed. The community will continue to be involved in the process of developing the scheme.

14.20 Undergrounding cables is seen as desirable but costly. If funding is available Western Power Distribution are prepared to consider the feasibility subject to being able to overcome all of the challenges of moving from an overhead to an underground systems for services.

- 14.21** The Council commissioned consultants to prepare a concept design for a shared space scheme for the town centre area, along with proposals for other improvements and changes. The consultant's report will form the basis of further work and action over the period of the plan.

CH9 Green Infrastructure

New areas of multi-purpose green infrastructure will be provided to the west of Chudleigh between the town and A38, to the east of the Kate Brook and to the South at Station Hill. These will perform a range of functions, including:

- a) biodiversity enhancements, including protection and creation of greater horseshoe bat habitat;**
- b) public open space;**
- c) flood mitigation;**
- d) allotments; and**
- e) cycling and walking routes.**

- 14.22** To meet the recreational, health and lifestyle needs of existing and future residents proposals for the provision of additional areas of green infrastructure are proposed. Three key areas have been identified, which offer the opportunity to provide for a range of benefits. These are to the west of Chudleigh between the town and the A38 and land to the east of Kate Brook. All the green infrastructure locations incorporate greater horseshoe bat flyways that would benefit from protection and enhancement, and may offer opportunities to include measures such as additional hedgerow planting, managed grazing, screening from light pollution and the removal of existing street lights. The areas, or parts of, could also be utilised for other uses including informal and formal public open space, allotments, cycle and footpath links, landscaping and in the case of the land to the west of Chudleigh, an A38 noise reduction buffer.

