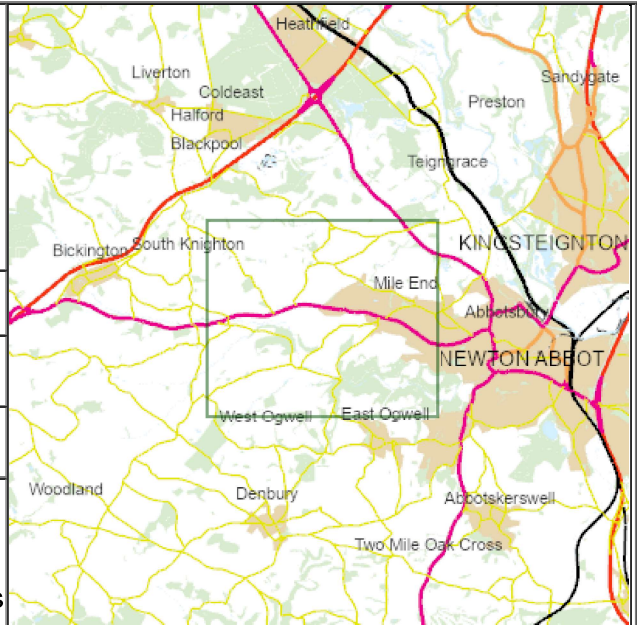


Planning Committee Report

Chair: Cllr Suzanne Sanders

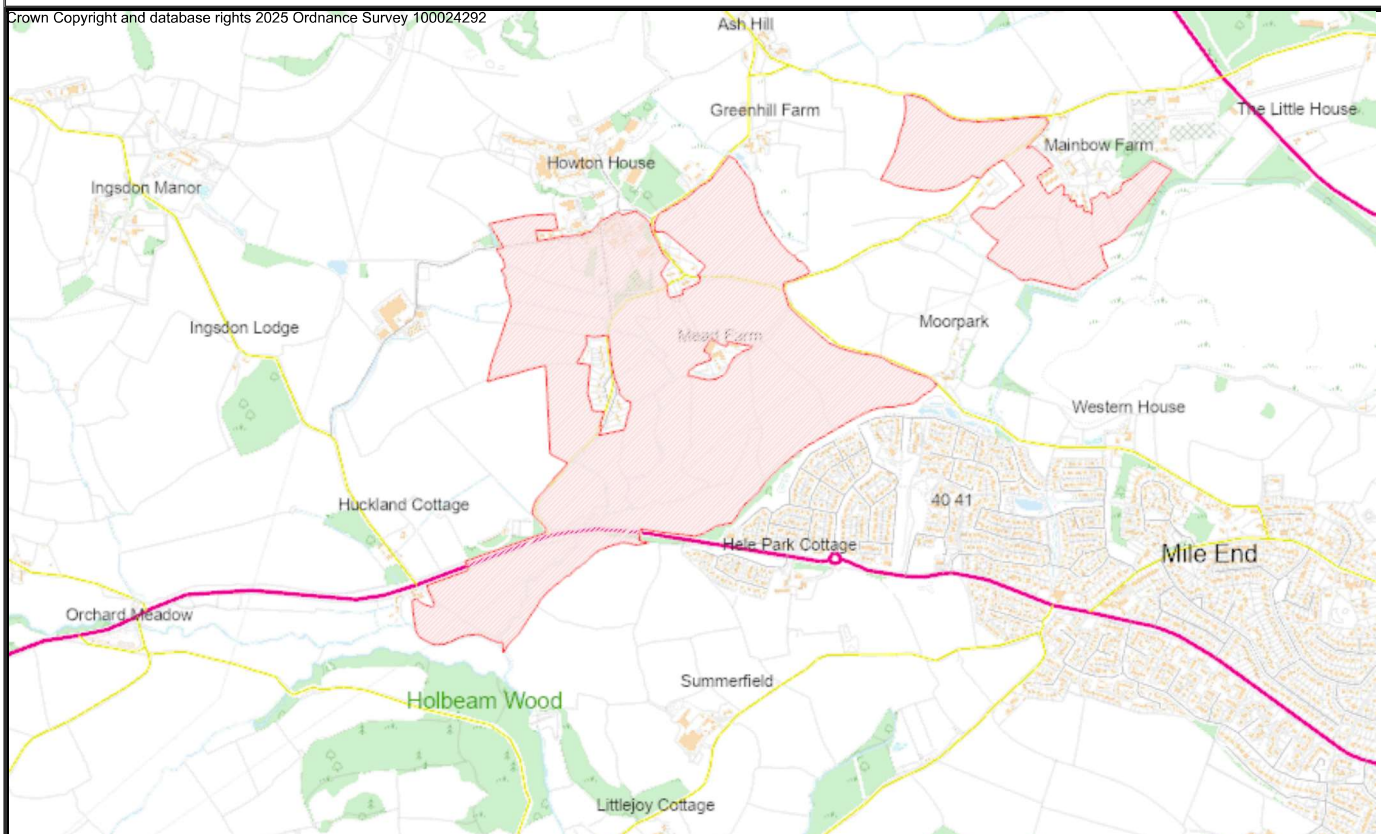
Date	22 July 2025
Case Officer	Kayleigh Williams
Location	Houghton Barton Howton Lane Newton Abbot Devon
Proposal	Hybrid planning application comprising: 1. Outline proposals for up to 900 dwellings (Class C3), retirement / extra care accommodation (classes C2 and C3), employment uses (classes E, B2 and B8), primary school (Class F1), mixed-use local centre (classes E, C2, C3, F1, F2), community and leisure (Class E), section of A382 / A383 link road, strategic and local open space, and site preparation, other associated works and infrastructure. All matters reserved; and 2. Detailed proposals for Phase 1 comprising 385 dwellings (Class C3)
Applicant	Clarence Developments Ltd
Ward	Bradley
Member(s)	Cllr Philip Bullivant, Cllr Richard Buscombe
Reference	20/00585/MAJ



[Online Details and Documents](#)

RECOMMENDATION: PERMISSION GRANTED

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1. REASON OF REPORT

This application is accompanied by application 20/00586/MAJ which represents a major application which is a departure from the development plan and is therefore excluded from the scheme of delegation. Given this application is closely linked to 20/00586/MAJ then it is appropriate this application is considered by Planning Committee.

2. RECOMMENDATION

DELEGATE AUTHORITY TO THE HEAD OF DEVELOPMENT MANAGEMENT TO GRANT PERMISSION subject to completion of a Section 106 agreement to secure:

Financial Contributions

- £284,400 towards employment land shortfall and a further £252,800 if the remaining 0.8 hectares cannot be secured on site.
- £555,000 towards bus service subsidy
- £1,500,000 towards 15 gypsy and traveller pitches plus an additional £150,000 towards resourcing costs.

Delivery of Infrastructure

- Delivery of the A382/A383 Link Road
- Provision of land and delivery of works to enable to the Environment Agency to expand the flood storage areas associated with the Holbeam Dam and significantly improve the flood protection for Newton Abbot
- Delivery of a 1.9 hectare site for a 420 place primary school with potential for expansion
- 900 sqm of retail/ commercial buildings to be delivered to Shell and Core
- Houghton Barton Common
- Play facilities
- Safe pedestrian links, walking and cycling routes
- Playing pitches
- 900sqm Health and Well Being Building, delivered to Shell and Core
- 23 full sized allotment pitches
- Sustainable transport provisions, to include bus shelters, car charging points and bike stands
- Connection up to Buttercup way link
- 0.25 hectare Neighbourhood square
- Outdoor MUGA and micro skatepark

Other Obligations

- 20% Affordable Housing with a 50:50 tenure mix
- 30 custom/self-build plots
- Long term public open space management with option for this to be resident-led

And the following conditions and any additional conditions or mitigation required through the Habitats Regulation Assessment consultation with Natural England:

1. Approved Plans

The development of Phase 1 and all subsequent phases, shall be carried out in accordance with the following approved plans:

Document Name	Document Reference	Revision
Site Plan / Site Location Plan		
Site Location Plan - App A	27412 BL-M-03	A
Vehicular Movement Assessment - Refuse 1 of 6	PL-141	C
Vehicular Movement Assessment - Refuse 2 of 6	PL-142	D
Vehicular Movement Assessment - Refuse 3 of 6	PL-143	C
Vehicular Movement Assessment - Refuse 4 of 6	PL-144	D
Vehicular Movement Assessment - Refuse 5 of 6	PL-145	D
Vehicular Movement Assessment - Refuse 6 of 6	PL-146	C
Vehicular Movement Assessment - Bus 1 of 4	PL-201	C
Vehicular Movement Assessment - Bus 2 of 4	PL-202	D
Vehicular Movement Assessment - Bus 3 of 4	PL-203	D
Vehicular Movement Assessment - Bus 4 of 4	PL-204	C
Proposed Road Profiles 1 of 7 - Loop Road	PL-211	A
Proposed Road Profiles 2 of 7 - P1+2B	PL-212	A
Proposed Road Profiles 3 of 7 - P2A	PL-213	A
Proposed Road Profiles 4 of 7 - P3	PL-214	A
Proposed Road Profiles 5 of 7 - P4	PL-215	A
Proposed Road Profiles 6 of 7 - 5A+5B	PL-216	A
Proposed Road Profiles 7 of 7 - P6	PL-217	B
Proposed Site Sections 1 of 2	PL-231	C
Proposed Site Sections 2 of 2	PL-232	C

Surface Water Drainage Strategy Plan	PL - 500	B
Foul Water Drainage Strategy Plan	PL - 501	A
Foul Water Drainage Calculations	31/10/2023	
Surface Water Drainage Calculations	31/10/2023	
Proposed Link Road Profiles (LINK ROAD)	PL - 221	B
A38 Junction & Link Road Overview Plan 1 of 9	PL-300	D
A38 Junction & Link Road Overview Plan 2 of 9	PL-301	E
A38 Junction & Link Road Overview Plan 3 of 9	PL-302	E
A38 Junction & Link Road Overview Plan 4 of 9	PL-303	E
A38 Junction & Link Road Overview Plan 5 of 9	PL-304	E
A38 Junction & Link Road Overview Plan 6 of 9	PL-305	E
A38 Junction & Link Road Overview Plan 7 of 9	PL-306	F
A38 Junction & Link Road Overview Plan 8 of 9	PL-307	E
A38 Junction & Link Road Overview Plan 9 of 9	PL-308	E
A383 Junction Speed Limit Reduction Plan-S278	PL-311	B
Proposed A383 & Link Road Sections 1 of 5	PL-316	A
Proposed A383 & Link Road Sections 2 of 5	PL-317	A
Proposed A383 & Link Road Sections 3 of 5	PL-318	A
Proposed A383 & Link Road Sections 4 of 5	PL-319	A
Proposed A383 & Link Road Sections 5 of 5	PL-320	A
Link Road Proposed Highway Section 1 of 5	PL-321	A
Link Road Proposed Highway Section 2 of 5	PL-322	A
Link Road Proposed Highway Section 3 of 5	PL-323	A
Link Road Proposed Highway Section 4 of 5	PL-324	A
Link Road Proposed Highway Section 5 of 5	PL-325	A
Proposed A383 Profiles-S278	PL-326	A
Proposed Link Road Profile-SH1 (LINK ROAD)	PL-327	A
Proposed & Existing Impermeable Area Plan-S278	PL-331	B
A383 Vehicular Movement Assessment-S278	PL-337	C

A383 Vehicular Movement Assessment-S278	PL-338	C
Proposed A383 Drainage Plan-S278 1 of 3	PL-341	C
Proposed A383 Drainage Plan-S278 2 of 3	PL-342	C
Proposed A383 Drainage Plan-S278 3 of 3	PL-343	D
Proposed A383 Pavement Design-S278 1 of 3	PL-346	B
Proposed A383 Pavement Design-S278 2 of 3	PL-347	C
Proposed A383 Pavement Design-S278 3 of 3	PL-348	C
A383 Adoptable Highway Details-S278 1 of 4	PL-351	
A383 Adoptable Highway Details-S278 2 of 4	PL-352	
A383 Adoptable Highway Details-S278 3 of 4	PL-353	
A383 Adoptable Highway Details-S278 4 of 4	PL-354	
A383 Site Clearance 1 of 3	PL-355	D
A383 Site Clearance 2 of 3	PL-356	F
A383 Site Clearance 3 of 3	PL-357	D
A383 Overview Plan	PL-371	C
A383 Road Markings 1 of 3	PL-381	B
A383 Road Markings 2 of 3	PL-382	C
A383 Road Markings 3 of 3	PL-383	C
A383 Proposed Culvert Extension Detail	PL-399	A
A383 & Link Road Contours 1 of 8	PL-411	C
A383 & Link Road Contours 2 of 8	PL-412	C
A383 & Link Road Contours 3 of 8	PL-413	C
A383 & Link Road Contours 4 of 8	PL-414	C
A383 & Link Road Contours 5 of 8	PL-415	C
A383 & Link Road Contours 6 of 8	PL-416	D
A383 & Link Road Contours 7 of 8	PL-417	C
A383 & Link Road Contours 8 of 8	PL-418	C
A383 & Link Road Drainage Strategy	PL-420	C
A383 & Link Road Location Plan	PL-430	C

A383 & Link Road Site Plan	PL-431	C
Overland Flow Routing Inc Outline Dev	601	P03
Overland Flow Routing Inc Outline Dev	602	P02
Arboricultural Impact Assessment Report	04878 AIA APPLICATION A Ph1	
Transport Assessment	WE04518/TA01	0.2
Transport Assessment Addendum	B05403/TA02	
Framework Travel Plan	7869-FTP01	0.2
Highways and Transport - Post Application Summary	7000TN01	0.2
LLFA Additional Info Summary	2025032	
Appendix 9.1a - Flood Risk Assessment & Drainage Strategy (App A)	E06328-CLK-XX- XX-RP-FH-0001	P2
AFF House Types Bloors	HT-SORLEY-01	
	HT-SORLEY-02	
	HT-SINCLAIR-01	
	HT-ABILENE-01.3	A
	HT-ABILENE-01.4	A
	HT-ABILENE-01.1	
	HT-ABILENE-01.2	
AFF House Types Redrow	HT-1B2P-01	A
	HT-TAVY-01.1	A
	HT-TAVY-01.2	A
	HT-DART-02.1	A
	HT-DART-02.2	A
	HT-DART-01	
	HT-TWEED.01	
OM House Types Bloors	HT-DRA-01	
	HT-DRA-02	
	HT-DRA-03.1	

	HT-DRA-03.2	
	HT-GRO-01	
	HT-BYR/LYT-01	A
	HT-BYR-01	A
	HT-BYR-02	A
	HT-HEN-01	A
	HT-HEN-02	A
	HT-LAW-02	
	HT-LAW-03	A
	HT-LAW-01	
	HT-LAW-04	
	HT-MAK-01	
	HT-MAK-02	
	HT-WIX-01	
	HT-WIX-02	
	HT-HAL-02	A
	HT-HAL-03	A
	HT-HAL-01	
	HT-HEA-01	A
	HT-LOC-01	A
	HT-WYA-02	A
	HT-WYA-01	
	HT-HAR-01	A
	HT-HAR-02	
	HT-LAN-01	A
	HT-LAN-02	
	HT-PEE-01	A
	HT-PEE-02	A
	HT-DUR-HEX-01.1	
OM House Types Redrow		

	HT-DUR-HEX-01.2	
	HT-BAK-BUX-01.1	
	HT-BAK-BUX-01.2	
	HT-BAK-01	
	HT-LETC-01	A
	HT-LETC-02	
	HT-WARW-01	A
	HT-WARW-02	
	HT-AMBY-01	
	HT-AMBY-02	
	HT-STRA-01	A
	HT-STRA-02	A
	HT-MARO-01	A
	HT-CAMB-01	A
	HT-CAMB-02	A
	HT-OXFOQ-01	A
	HT-OXFOQ-02	A
	HT-LEMQ-01	A
	HT-LEMQ-02	
	HT-OVER-01	
	HT-SHAF-01	A
Composite Planning Layout	CP01	E
Planning Layout (Sheet 1 of 2)	PL-03.1	B
Planning Layout (Sheet 2 of 2)	PL-03.2	C
Refuse and Recycling Collection Plan	SP-02	A
Materials Plan Sheet 1	PL-04.1	A
Materials Plan Sheet 2	PL-04.2	A
Boundary Treatments Plan Sheet 1	PL-05.1	A
Boundary Treatments Plan Sheet 2	PL-05.2	A

Dam Compensation Works Sht 1 of 2	SK1100	A
Dam Compensation Works 2 of 2	SK1101	A
Dam Compensation Sections	SK1102	A
Dam Compensation Isopachytes 1 of 2	SK1105	A
Dam Compensation Isopachytes 2 of 2	SK1106	A
Proposed Levels Plans 1 of 7	PL-131	D
Proposed Levels Plans 2 of 7	PL-132	E
Proposed Levels Plans 3 of 7	PL-133	D
Proposed Levels Plans 4 of 7	PL-134	E
Proposed Levels Plans 5 of 7	PL-135	E
Proposed Levels Plans 6 of 7	PL-136	D
Proposed Levels Plans 7 of 7	PL-137	D
Site Layout Plan 1 of 9	PL-151	D
Site Layout Plan 2 of 9	PL-152	E
Site Layout Plan 3 of 9	PL-153	D
Site Layout Plan 4 of 9	PL-154	E
Site Layout Plan 5 of 9	PL-155	E
Site Layout Plan 6 of 9	PL-156	D
Site Layout Plan 7 of 9	PL-157	D
Site Layout Plan 8 of 9	PL-158	D
Site Layout Plan 9 of 9	PL-159	D
Proposed Drainage Plans 1 of 7	PL-191	C
Proposed Drainage Plans 2 of 7	PL-192	D
Proposed Drainage Plans 3 of 7	PL-193	C
Proposed Drainage Plans 4 of 7	PL-194	C
Proposed Drainage Plans 5 of 7	PL-195	D
Proposed Drainage Plans 6 of 7	PL-196	C
Proposed Drainage Plans 7 of 7	PL-197	C
Adoptable Highway Details 1-2	PL-250	

Adoptable Highway Details 2-2	PL-251	
Proposed Adoptable Drainage Details	PL-255	
Basin Details 1-2	PL-270	
Basin Details 2-2	PL-271	
Phase 1 Cut+Fill Analysis 1-6	PL - 401	C
Phase 1 Cut+Fill Analysis 2-6	PL - 402	C
Phase 1 Cut+Fill Analysis 3-6	PL - 403	C
Phase 1 Cut+Fill Analysis 4-6	PL - 404	C
Phase 1 Cut+Fill Analysis 5-6	PL - 405	C
Phase 1 Cut+Fill Analysis 6-6	PL - 406	C
Sheet 1 of 11	04878 TRRP PHASE 1 App A	
Sheet 2 of 11	04878 TRRP PHASE 1 App A	
Sheet 6 of 11	04878 TRRP PHASE 1 App A	
Sheet 8 of 11	04878 TRRP PHASE 1 App A	
Sheet 9 of 11	04878 TRRP PHASE 1 App A	
Sheet 10 of 11	04878 TRRP PHASE 1 App A	
Sheet 11 of 11	04878 TRRP PHASE 1 App A	

REASON: *In order to ensure compliance with the approved drawings.*

Phase 1 Conditions

Enabling Works Definition: For the purposes of the interpreting pre-commencement planning conditions, "enabling works" shall mean non-intrusive or preparatory activities that are necessary to facilitate the lawful implementation of the development but do not constitute the commencement of development. These works may include site access works, ecological survey and mitigation works (including works required under a European Protected Species licence), archaeological investigations, the installation of tree protection measures, and the erection of site

hoardings or temporary fencing. Enabling works do not include excavation (other than for archaeological or ecological purposes), groundworks, vegetation removal, construction of permanent buildings or infrastructure, or other operations that would normally constitute material commencement under Section 56 of the Town and Country Planning Act 1990.

2. Time Limit

The development hereby permitted must be begun not later than the expiration of three years from the date on which this permission is granted.

REASON: In accordance with Section 91 of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Materials

Notwithstanding the details of the materials shown on the submitted drawings for Phase 1, photographic samples and specifications of materials to be used in the development shall be submitted to and approved in writing by the local planning authority prior to their installation. The work shall then be carried out and retained in accordance with the agreed details.

REASON: To ensure a form of development that is visually appropriate.

4. Boundary Treatments

In accordance with the submitted boundary treatment plans for Phase 1 (dwg nos PL-05.1a and PL-05.2a), photographic samples and specifications of boundary treatments to be used in the development shall be submitted to and approved in writing by the local planning authority prior to their installation. The work shall then be carried out and retained in accordance with the agreed details.

REASON: To ensure a form of development that is visually appropriate and in the interests of the safety and security of the public.

5. Permitted Development Restrictions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no development of the types described in Classes A,B,C and F of Part 1 of Schedule 2 shall be undertaken on the premises (other than those expressly authorised by this permission).

REASON: In the interests of residential amenity

6. Written Scheme of Investigation

No development on Phase 1 shall take place (except enabling works) until the applicant has secured the implementation of an agreed programme of archaeological work in accordance with a written scheme of investigation which has been submitted and approved in writing by the local planning authority. The development shall be carried out at all times in strict accordance with the approved scheme.

REASON: *To ensure that an appropriate record is made of archaeological evidence that may be affected by the development.*

PRE-COMMENCEMENT REASON: *To ensure archaeological remains are identified, recorded, and protected where necessary, as groundworks could otherwise disturb or destroy evidence irretrievably.*

7. Flood Exceedance Route

The flood exceedance route shall be fully implemented in accordance with drawing E06542 Rev C SK79 Link Road Exceedance Route South of Link Road

REASON: *In the interests of flood prevention*

8. Site and finished floor levels

No residential development in Phase 1 shall be permitted below the 49.3mAOD contour. The finished floor levels of all dwellings shall be set no lower than 49.7mAOD.

Water compatible uses and essential infrastructure, including SuDS basins, foul pumping station and public open space shall be located no lower than 47.5mAOD.

REASON: *In the interests of flood prevention*

9. Flood Compensation

The development hereby approved shall not be commenced (except enabling works) until such time as the detailed design for the flood compensation area has been submitted to and approved in writing by the local planning authority. The detailed design shall be informed by the dam compensation drawings (SK1100 rev A, SK1101 rev A, SK1105 rev A, SK1102 rev A). The scheme shall be fully implemented in phase 1 and maintained over the lifetime of the development.

REASON: *In the interests of flood prevention*

PRE-COMMENCEMENT REASON: *To ensure the flood compensation area is properly designed and implemented from the start to manage flood risk effectively throughout construction and operation.*

10. Phasing

The development hereby approved shall not be commenced (except enabling works) until such time as a phasing plan has been submitted to and approved in writing by the local planning authority. The phasing plan shall show that all works to the south of the A383 will be completed within phase 1. All works shall be implemented in line with the approved phasing plan.

REASON: *To ensure suitable phasing of the development*

PRE-COMMENCEMENT REASON: *To ensure the development is properly phased from the outset, coordinating construction sequencing and infrastructure delivery.*

11. Detailed design of new wetland habitat

The development of Phase 1 hereby approved shall not be commenced (except enabling works) until such time as the detailed design for the new wetland habitat has been submitted to and approved in writing by the local planning authority. The scheme shall be fully implemented by the end of Phase 1 and maintained over the lifetime of the development.

REASON: *To secure appropriate habitat mitigation measures*

PRE-COMMENCEMENT REASON: *To ensure the wetland habitat design is integrated into site works from the outset, preventing damage during construction and allowing effective habitat creation.*

12. Detailed Culvert Design

No development approved by this planning permission shall commence (except enabling works) until such time as details of each watercourse crossing have been submitted to and agreed by the local planning authority. The crossing designs shall include the following detail as a minimum:

- dimensions of the structure
- gradient through the structure
- details of the bed substrate through the structure
- assessment of the structure's capacity to pass flood flows (including provision for increased flows due to climate change)
- access to its inlet for effective clearing of debris and maintenance
- details of bank materials through the structure
- details of mammal passage through the culvert

The agreed scheme shall be fully implemented and subsequently maintained and retained over the lifetime of the development.

REASON: *In the interests of flood prevention*

PRE-COMMENCEMENT REASON: *To ensure watercourse crossings are properly designed and approved before construction to prevent flooding and protect the water environment.*

13. Unsuspected Contamination

No development approved by this planning permission shall take place (except enabling works) until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning

REASON: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 180 of the National Planning Policy Framework.

PRE-COMMENCEMENT REASON: To identify and manage contamination risks before construction, preventing harm during site works and ensuring safe development.

14. Drainage Details

No development hereby permitted shall commence (except enabling works) until the following information has been submitted to and approved in writing by the Local Planning Authority:

(a) A detailed drainage design based upon the approved Flood Risk Assessment and Drainage Strategy.

(b) Detailed proposals for the management of surface water and silt runoff from the site during construction of the development hereby permitted.

(c) Proposals for the adoption and maintenance of the permanent surface water drainage system.

(d) A plan indicating how exceedance flows will be safely managed at the site.

No building hereby permitted shall be occupied until the works have been approved and implemented in accordance with the details under (a) - (d) above.

REASON: The above conditions are required to ensure the proposed surface water drainage system will operate effectively and will not cause an increase in flood risk either on the site, adjacent land or downstream in line with SuDS for Devon Guidance (2017) and national policies, including NPPF and PPG.

PRE-COMMENCEMENT CONDITION: The conditions should be pre-commencement since it is essential that the proposed surface water drainage system is shown to be feasible before works begin to avoid redesign / unnecessary delays during construction when site layout is fixed.

15. Watercourse Monitoring

Prior to any commencement of any phase of the development (except enabling works), details to confirm how monitoring of surrounding watercourses will be carried out shall be submitted to and approved in writing by the Local Planning Authority. Whilst this condition can be phased, the monitoring of watercourses will need to continue if further phases commence (and the watercourse is relevant to be monitored). The development shall be carried out in accordance with the approved details

REASON: To ensure impacted watercourses are sufficiently monitored and managed from the outset.

PRE-COMMENCEMENT REASON: This condition must be discharged before the commencement of each relevant phase (except enabling works) because the monitoring of surrounding watercourses may need to begin in advance of construction activities to establish baseline conditions.

16. Landscape Ecological Management Plan

Prior to the commencement of development (except enabling works) on Phase 1 of the development hereby approved, a Landscape and Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall provide both overarching and location-specific prescriptions to secure the long-term management, protection, and enhancement of landscape and ecological features across the site.

The LEMP shall include but not be limited to the following general components:

- a. A description, evaluation and details of all landscape and ecological features to be approved and managed;
- b. A review of ecological trends, constraints, and opportunities that may influence future management;
- c. Clear aims and objectives for management across all habitat and corridor types;
- d. Prescribed management options to achieve the identified aims and objectives;
- e. A schedule of management actions, including detailed annual work plans covering the first five years of establishment phase with rolling updates thereafter;
- f. Identification of responsibilities for implementation, including details of the managing body or organisation and relevant personnel; and
- g. Measures for ongoing ecological monitoring, adaptive management, and appropriate remedial actions if management objectives are not being met.

The LEMP shall also incorporate the following issue-specific requirements:

1. All newly created hedgerows must be maintained at a minimum height of 3 metres and a width of 3 to 6 metres (measured from the centre line of the hedge), including sections with overhanging vegetation to form umbrella-shaped canopies.
2. All existing hedgerow which exceeds the above referenced dimensions should be maintained at their pre-development levels.
3. All new hedgerows shall include standard trees at appropriate intervals.
4. Hedgerow trimming shall only occur between 31 December and 28 February inclusive, no more than once every three years, and shall be rotated to avoid simultaneous trimming of all hedgerows.
5. Habitat buffers must be clearly defined to include; role, function, composition, complementary habitat planting, woody scrub and shrub planting and specified zoning.
6. Each habitat buffer shall be assigned a bespoke management category and maintenance regime, with specific objectives and actions set out in the LEMP's action plan and schedule.
7. Prescriptions must be included for the management of
 - Retained existing vegetation,
 - Target sizes and structural dimensions for scrub planting and new native shrub planting,
 - Woodland areas,
 - Functioning of dark corridors.

8. Specific locations of light screening hedges, must be defined, with a bespoke category and maintenance schedule to ensure effective screening of light spill and vehicle headlight glare.

9. Hedgerow and field numbers shall be referenced throughout the text and clearly identified on a supporting plan.

10. A proportionate number of interpretation panels must be included, with details of content and exact placement.

11. A dedicated bat crossing (hop-over) section shall be included for the relevant corridors and road crossing points, including:

- bat flight route approaches to the hop overs,
- ramped graded height to shrub planting,
- wide frontages on either side of breaches,
- scrub / shrub planting managed above 2m height and to take account of any elevated road levels on embankments,
- how bats would be discouraged from attempting to cross at other more dangerous locations,
- management scheme so that permanent dense cover is retained at all times, notwithstanding rotational maintenance cutting,
- explanation and information for how bat crossing would be achieved in the establishment phase,
- phasing of hop over planting so that it is ready for the time that impacts commence
- explanation of how hop over design would be upheld and maintained when roads and verges become adopted by DCC

12. Scrub maintenance along the central green infrastructure corridor shall be managed to retain continuous dense vegetation with specified target heights and cutting cycles to preserve bat flight lines at all times

13. At Crossing Point 2 and 5 and the proposed crossing points across the Ashburton Road, the landscaping scheme shall include:

- Semi-native shrub planting to be provided with heights and dimensions
- Infill planting in 5metre gap on southern side
- 10 metres frontage widened with tall shrub planting on eastern side of footpath
- Consideration to gradients and differential heights
- Stepped graded inclines vegetation heights in approaches to hop over
- Bespoke management category
- Information for establishment phase as vegetation is growing to function height and structure
- Specified category and bespoke management for future mature trees on either side and within the island/verge of Crossing Point 2
- Explanation of how hop over design would be upheld and maintained when roads and verges become adopted by DCC

14. Breaches through hedgerows for footpaths and cycleways in the central corridor must be managed to encourage canopy overarch and maintain connectivity overhead.

15. Submission of a biodiversity phasing plan

The LEMP shall also include details of the legal and funding mechanism(s) by which long term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where results from monitoring show that conservation aims and objectives of the LEMP are

not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan shall be implemented in accordance with the approved details.

REASON: To ensure that biodiversity and landscape features are protected, enhanced, and appropriately managed in the long term

PRE-COMMENCEMENT CONDITIONS: To ensure that landscape and ecology management measures are in place prior to groundworks or construction activity.

17. Bat Foraging Strategy and Woodland Planting (Fields 9, 10 and 11)

Prior to the commencement of development (except enabling works), a Bat Foraging Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include, but not be limited to:

- Foraging strategy for Phase 1 of the development
- A detailed species mix for the woodland planting in Fields 9, 10 and 11;
- Layout and structural design of the planting to enhance bat foraging opportunities;
- Timing and phasing of the planting in accordance with the development phases;
- Measures to ensure the establishment and long-term management of woodland habitat suitable for foraging bats.

The woodland planting shall be delivered in three equal phases, with one-third of the total planting completed at each phase of the development. The first phase of the planting shall be fully implemented prior to the occupation of the 385th dwelling and before the commencement of Phase 2 of the development. The approved strategy shall thereafter be implemented in full and maintained in accordance with the approved details.

REASON: To ensure the provision of suitable foraging habitat for bats

PRE-COMMENCEMENT REASON: To ensure that the protection, mitigation, and enhancement of ecological and landscape features is strategically planned before any irreversible site activity takes place.

18. Landscape and Ecological Management Strategy

Prior to the commencement of development on Phase 1 (except enabling works), a Landscape and Ecological Management Strategy (LEMS) shall be submitted to and approved in writing by the Local Planning Authority. The LEMS shall set out the overarching principles, strategic objectives, and delivery mechanisms for the protection, enhancement, and long-term management of landscape and ecological features across the site.

The LEMS shall demonstrate how ecological mitigation and green infrastructure have been integrated into the design and phasing of the development and shall

provide a framework for the preparation of subsequent detailed Landscape and Ecological Management Plans (LEMPs).

The LEMS shall include, but not be limited to:

- a. A summary of baseline ecological and landscape context, including key constraints and opportunities;
- b. Identification of retained features and strategic habitat networks (e.g. hedgerows, woodland, dark corridors, and watercourses);
- c. Landscape and biodiversity enhancement objectives, including net gain principles;
- d. A site-wide framework for habitat buffers, green corridors, and dark zones, including strategic planting types and functions;
- e. A phasing plan showing the delivery of landscape and ecological infrastructure in relation to development phases;
- f. Outline management objectives for each habitat type or management zone;
- g. An outline of long-term governance and funding mechanisms for landscape and ecological management;
- h. Provisions for monitoring, review, and adaptive management to inform later LEMP detail.

The LEMS shall also specifically address site-specific issues 1–14 as set out in the LEMP condition.

REASON: To ensure that ecological and landscape features are protected, enhanced, and strategically integrated into the development from the outset, and to secure a coordinated approach to biodiversity mitigation

PRE-COMMENCEMENT: To ensure that the protection, mitigation, and enhancement of ecological and landscape features is strategically planned before any irreversible site activity takes place.

19. Greater Horseshoe Bat Mitigation Plan

Prior to the commencement of development on Phase 1 (except enabling works), a Greater Horseshoe Bat Mitigation Plan (GHSBMP) shall be submitted to and approved in writing by the Local Planning Authority. The GHSBMP shall set out the detailed design, delivery, and long-term management measures required to avoid, mitigate, and compensate for impacts on Greater Horseshoe bats and their supporting habitat and movement corridors throughout all phases of the development.

The GHSBMP shall be consistent with the approved Landscape and Ecological Management Plan (LEMP) and shall include, but not be limited to:

- a. A summary of baseline survey results and evidence of bat activity (including commuting and foraging routes);
- b. Identification of key habitat corridors, dark zones, and crossing points that support bat movement across the site and wider landscape;

- c. Detailed design and location plans for all mitigation features including habitat buffers, dark corridors, hop-overs, and light screening hedges;
- d. A lighting strategy for the entirety of the site, including dark corridors in accordance with best practice guidance.
- e. Phasing and timing of mitigation works, including how features will be delivered in advance of or alongside construction to avoid impacts on roosting, foraging, or commuting bats;
- f. Details of how mitigation measures will be maintained and managed in the long term, including responsible parties and funding arrangements;
- g. Monitoring protocols and triggers for remedial action where mitigation measures fail to deliver their intended function.

The Plan shall also specifically and comprehensively address the issue-specific matters 1 to 14 as listed in the approved Landscape and Ecological Management Plan (LEMP) condition.

The development shall be carried out and thereafter managed in full accordance with the approved GHSBMP and all identified measures shall be maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the development avoids harm to Greater Horseshoe bats, a species of principal importance and European protected species, and to secure the delivery of effective avoidance, mitigation, and compensation measures from the outset.

PRE-COMMENCEMENT REASON: The condition must be discharged before the commencement of development on Phase 1 (except enabling works) because early groundworks, site activity, and lighting could result in irreversible impacts to Greater Horseshoe bat habitat and movement corridors.

20. Habitat Regulations Assessment

The development hereby permitted shall be carried out strictly in accordance with all mitigation measures, safeguards, and recommendations set out within the submitted Habitats Regulations Assessment (Version 2.6 – Dated June 2025), as approved by the Local Planning Authority and Natural England. The measures shall be implemented in full and retained as such for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the development does not result in adverse effects on the integrity of European sites, in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended), Local Plan Policies, NA1 EN8, EN9 and EN10 and the National Planning Policy Framework.

21. Other Bat Mitigation

Prior commencement of phase 1 (except enabling works) and submission of any reserved matters application a detailed scheme for the provision of three replacement bat roost buildings shall be submitted to and approved by the Local Planning Authority. The scheme shall include the exact locations of the bat roost buildings clearly shown on a scaled site plan, along with scaled drawings (including elevations, sections, and floor plans) indicating the design, dimensions, access features, construction materials, and internal roosting features appropriate for the target bat species.

The approved bat roost buildings shall be constructed in full accordance with the approved details prior to construction of the related phase of development and thereafter be retained and maintained for the purpose of bat conservation for the lifetime of the development.

REASON To compensate and mitigate for bat roosts because of the development of the site and to ensure the continued ecological functionality of the site.

PRE-COMMENCEMENT REASON: To ensure that adequate compensation for the loss or disturbance of existing bat roosts is secured and appropriately integrated into the design and layout of the development from the outset.

22. Hedgehog Passes

Where a solid boundary treatment is to be used within Phase 1, no dwelling shall be occupied until at least one hedgehog hole has been inserted along each such boundary. Each hedgehog hole shall comply with the following standards, unless the boundary is directly adjacent to a public road with no meaningful verge or footpath between the road and the boundary treatment:

- Each hole must be at ground level and create a gap through the fence or wall of no larger or smaller than 13cm – 15cm wide and 13cm high.
- Each hole must have appropriate, durable signage to indicate its purpose and need for retention.
- The hole must be positioned in a suitable location likely accessible to hedgehogs; it should not be located near drains, other wet areas, or any location requiring a hedgehog to step up to reach it.

All hedgehog holes shall be retained and maintained for the lifetime of the development. Any subsequent replacement of solid boundary treatments shall incorporate hedgehog holes in the same locations and to the same specifications.

REASON: To maintain habitat connectivity for hedgehogs, a species of principal importance for biodiversity.

23. Mammal Underpasses

No development shall commence within Phase 1 until full details of the design, specification, and location of a dry pipe mammal underpass has been submitted to and approved by the Local Planning Authority.

The submitted details shall include:

- Pipe dimensions suitable for use by small to medium-sized mammals with a minimum internal diameter of 300mm;
- Materials and installation method;
- Associated habitat features or fencing to guide mammals toward crossing points;
- Long-term maintenance, management and monitoring strategy.

The underpass shall be installed in accordance with the approved details prior to any groundworks or construction works commencing in the relevant part of the site and shall be retained and maintained thereafter for the lifetime of the development.

REASON: To ensure the safe movement of terrestrial wildlife across the development and prevent habitat fragmentation from construction activities and the delivery of the development.

PRE-COMMENCEMENT REASON: To ensure that adequate compensation for the mammals is secured and appropriately integrated into the design and layout of the development from the outset.

24. Hedgerow Clearance

No hedgerow clearance shall take place outside the defined Phase 1 development area (outside of works required for European Protected Species licence) unless otherwise agreed in writing by the Local Planning Authority

REASON: To safeguard existing habitat features of ecological importance and ensure compliance with relevant biodiversity and habitat protection policies.

25. Construction Ecological Management Plan

No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:

- Risk assessment of potentially damaging construction activities
- Identification of “biodiversity protection zones”
- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)

- The location and timing of sensitive works to avoid harm to biodiversity features
- The times during construction when specialist ecologists need to be present on-site to oversee works.
- Responsible persons and lines of communication
- The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person
- Use of protective fences, exclusion barriers and warning signs

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details

REASON: To ensure that biodiversity is adequately protected during the construction phase, including habitats and species of principal importance, and to prevent significant ecological harm.

26. Construction Management Plan

No development shall be carried out (except enabling works) unless a Construction Management Plan has been first submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall specify details of:

- the hours of demolition/construction works (including hours of site deliveries, parking of vehicles of site operatives and visitors);
- loading and unloading of plant and machinery;
- facilities for the storage of plant, machinery and materials used in the construction of the development;
- the erection and maintenance of security hoardings;
- wheel washing facilities;
- measures to control the emission of dust and dirt during construction;
- a scheme for the recycling/disposal of waste resulting from the [construction works]

The development shall not be carried out unless in strict accordance with the approved details.

REASON: In the interests of local amenity. Construction management details need to be agreed prior to works commencing (except enabling works) as matters require oversight from that time.

27. Lighting Restrictions

No modifications to, or additional external lighting shall be installed other than in full accordance with the approved lighting plan, unless otherwise agreed in writing by the Local Planning Authority, in consultation with Natural England where appropriate. This restriction shall apply to both public realm lighting and external domestic lighting serving dwellings located adjacent to designated dark corridors and boundary habitats.

- Hele Park east–west corridor (hedge H31): Units R165–R155, R141, R143, R139, R137
- East–west corridor alongside hedge H48: Units R118–R121, B135–B142
- Central GI / SuDS corridor, eastern side (hedges H33, H26, H32, H34): Units R165–R168, R180–R183, R78–R74, R104–R98, R116–R118
- Central GI / SuDS corridor, south-west corner (near hedge H21): Units B37–B33, B21, B22
- Western side, northern boundary (new hedge): Units B108–B118
- Western side, western boundary of Area A (new hedge): Units B108–B105, B69–B64, B45–B53, B56–B54, R55, R47–R46, R36–R35, R27–R26, R19–R16

All approved lighting in these areas shall be retained and maintained in accordance with the approved specification thereafter.

REASON: To protect and maintain dark corridors and boundary habitats that are critical for nocturnal wildlife, particularly bats, and to minimise light spill into ecologically sensitive areas

28. Permitted Development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any Order revoking and re-enacting that Order with or without modification, no extensions (including rear, side, or roof extensions), insertion of rooflights, dormer windows, or other alterations to the roof (including loft conversions) shall be carried out to any dwelling located adjacent to designated dark corridors or boundary habitats, as listed below, without the prior written permission of the Local Planning Authority:

- Hele Park east–west corridor (hedge H31): Units R165–R155, R141, R143, R139, R137
- East–west corridor alongside hedge H48: Units R118–R121, B135–B142
- Central GI / SuDS corridor, eastern side (hedges H33, H26, H32, H34): Units R165–R168, R180–R183, R78–R74, R104–R98, R116–R118
- Central GI / SuDS corridor, south-west corner (near hedge H21): Units B37–B33, B21, B22
- Western side, northern boundary (new hedge): Units B108–B118
- Western side, western boundary of Area A (new hedge): Units B108–B105, B69–B64, B45–B53, B56–B54, R55, R47–R46, R36–R35, R27–R26, R19–R16

REASON: To prevent uncontrolled alterations that could increase light spill or lead to other adverse effects on adjacent dark corridors and ecologically sensitive boundaries, thereby safeguarding nocturnal wildlife and preserving ecological connectivity.

29. Wind turbine restrictions

Notwithstanding the provisions of Schedule 2, Part 14, Class H of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any Order revoking and re-enacting that Order with or without modification, no wind turbines or other micro wind generation equipment shall be installed on any part of the development without the prior written permission of the Local Planning Authority.

REASON: To enable the Local Planning Authority to assess the ecological impacts of wind turbine installations in the context of the site and its surroundings.

30. Pendant Lighting

Prior to the occupation of each dwelling identified as being within or adjacent to designated bat movement corridors (including but not limited to units R118–R121, B135–B142, B108–B119, and R165–R137), written confirmation shall be submitted to and approved in writing by the Local Planning Authority (LPA), verifying that:

- Recessed ceiling lighting, rather than pendant lighting, has been installed in those internal rooms identified as ecologically sensitive under the approved Lighting Strategy and Ecological Impact Assessment;
- The Ecological Clerk of Works (ECoW) has inspected and confirmed the installation of recessed lighting during the relevant stage of construction;
- No construction shall proceed beyond first fix (or equivalent stage as agreed in writing with the LPA) for any such dwelling until confirmation from the ECoW has been submitted and acknowledged by the LPA;

For specified dwellings, external lighting on elevations facing identified dark corridors (e.g. hedge H48, Hele Park corridor) shall be omitted or reduced in accordance with the approved plans, and this shall be verified and reported by the ECoW.

The measures secured through this condition shall be implemented in full and maintained thereafter.

REASON: To avoid unacceptable light spill into ecologically sensitive corridors and to ensure the effective functioning of bat flight routes and foraging areas.

31. Detailed Landscape Design Scheme

No development shall take place (except enabling works) until a Detailed Landscape Design Scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be limited to:

Design Information:

- Updated landscape layout and mitigation plans, including cross-section A10020/54 Rev A.
- 1:500 scale plan showing all hard and soft landscape features, overlaid with utilities and services.

- Updated drawings and details for:
- SuDS components (cross-sections, levels, headwalls—e.g. Drawing E06328);
- Fencing, retaining walls, lighting column finishes;
- Surfacing materials, kerbs and edgings;
- Hedgebank construction (including transitions and ends);
- Public realm furniture and play equipment

Planting and Integration:

- Planting plans at 1:200 or 1:250 scale, showing proposed trees (with arboricultural references), hedgerows, and structural planting. Plans shall include planting schedules clearly identifying species, sizes, densities, quantities, planting pit dimensions, and support or anchoring methods.
- Plans shall differentiate between retained and proposed vegetation, including hedgerows and trees, and shall indicate the intended function of each planting area (e.g. screening, amenity, visual enclosure, microclimate, biodiversity enhancement).
- Tree planting shall be sufficient to achieve a minimum 25% canopy cover at maturity, with emphasis on south- and west-facing streets and open spaces to provide shade and climate resilience to align with Teignbridge Tree Strategy.
- Planting palette shall prioritise native and climate-adapted species, including nectar-producing, fruit- or seed-bearing species. Wetland and riparian species shall be used in SuDS areas to support biodiversity and water management.
- A description of the function and purpose of all landscape areas shall be provided, such as habitat corridors, visual buffers, SuDS integration, or recreation.
- An outline specification shall be included for all soft and hard landscape works, covering soil profiles, planting methodology, street furniture, surfacing, kerbs and edging, fencing or boundary treatments, and all tree pit construction details by size class (standard, heavy standard, semi-mature).
- Where applicable, provide a pollinator-friendly planting strategy and specification for wildflower areas, including seed mix composition, sowing methods, and cutting regime

Delivery and Phasing:

- Phasing plan showing landscape implementation by parcel.
- Planting, seeding and turfing to occur in the first appropriate season after completion or occupation (whichever is sooner). Strategy for replacement of any failed planting (5-year minimum), including replanting timings:
- Trees/shrubs: Nov–March;
- Grassed areas: March–May or August–October

The approved scheme shall be implemented in full in accordance with the agreed timetable.

REASON: *To deliver a high-quality, integrated landscape framework in line with the local character, ensure long-term amenity value, and secure coordinated infrastructure delivery.*

PRE-COMMENCEMENT REASON: *To ensure commencement does not prevent the site from delivering a high quality landscaping proposal.*

32. Play Equipment and Street Furniture

No play equipment or street furniture shall be installed until a photographic schedule has been submitted to and approved in writing by the Local Planning Authority. This shall include:

- Manufacturer's product images and details;
- Dimensions, materials, finishes, and colour options;
- Installation locations referenced to the approved landscape layout;
- Evidence of compliance with applicable safety standards (e.g. BS EN 1176).

REASON: *To ensure high-quality, safe and appropriate public realm infrastructure.*

33. Hedgerow and Hedgebank Strategy

No development shall commence (except enabling works) until a Hedgerow and Hedgebank Strategy has been submitted and approved by the Local Planning Authority. The strategy shall include:

- A 1:500 plan showing all existing hedgerows/hedgebanks and their proposed treatment (retain, remove, realign), with justification;
- Protection measures during construction (BS5837 compliant);
- Cross-sections and specifications for any translocated or new hedgebanks;
- Hedgebank construction (including transitions and ends);
- A delivery and 5-year establishment schedule.

REASON: *To protect and enhance traditional landscape features and ensure continuity of local green infrastructure.*

34. SuDS and Landscape Integration

No development shall commence (except enabling works) until a SuDS Landscape Integration Scheme has been submitted and approved by the Local Planning Authority. The scheme shall include:

Drawings and Technical Details:

- SuDS layout at 1:500 scale showing attenuation basins, swales and other components in relation to landscape and access;
- Cross-sections, levels, and construction details for inlets/outlets (e.g. Drawing E06328);
- Overlays showing utilities and highway coordination.
- Planting and Maintenance:

- Wetland planting specifications including native species, planting densities and schedules;
- Integration with public open space and landscape corridors;
- 30-year SuDS management and maintenance plan with monitoring and responsibilities.

The scheme shall be designed in accordance with CIRIA SuDS Manual C753 and implemented in full prior to occupation of each phase.

REASON: To secure effective and multifunctional surface water management infrastructure that complements the landscape and supports biodiversity.

35. Arboricultural Protection

No development shall commence (except enabling works) until an Arboricultural Method Statement and Tree Protection Plan (BS5837:2012 compliant) has been submitted and approved by the Local Planning Authority. These shall include:

- Protection fencing locations (installed prior to any site clearance);
- No-dig construction in root protection areas;
- Monitoring and supervision arrangements by a qualified arboriculturist.

REASON: To ensure retained trees are protected throughout the development process.

PRE-COMMENCEMENT REASON: To ensure commencement does not harm existing trees

36. Open Space and Green Infrastructure Delivery

No more than 385 dwellings shall be occupied until the approved public open space, equipped play areas and landscape corridors for that phase have been delivered and made accessible. Provision shall include:

- Formal LEAPs/NEAPs;
- Informal amenity green space;
- Community orchards or food growing space (if applicable);
- Pedestrian and cycle connections through green corridors.

REASON: To ensure timely access to open space and green infrastructure for new residents.

37. Lighting Strategy

No development shall commence (except enabling works) until a lighting strategy is submitted to and approved in writing by the Local Planning Authority. Any lighting within public area areas shall be:

- Designed to minimise spill into adjacent wildlife corridors;
- Sensitive to local landscape character;

- Dark-sky compliant where possible.

REASON: *To protect landscape and ecological value, amenity, and rural character.*

38. Revised Landscape Layout: Ashburton Road Interface

No development shall commence (except enabling works) in the area between the development plots and Ashburton Road) until a revised landscape layout for this area (based on Drawing edp4012_d050m) has been submitted and approved by the Local Planning Authority. The revised plan shall:

- Incorporate the finalised footpath alignment;

REASON: *To ensure a coordinated and context-sensitive design along the site's principal edge.*

39. Landscape Management and Maintenance Plan

No development shall commence (except enabling works) until a Landscape Management and Maintenance Plan (LMMP) has been submitted to and approved in writing by the Local Planning Authority. The plan shall cover a minimum period of 30 years from completion and include:

- Management objectives for each landscape typology (e.g. structural planting, hedgerows, public realm, SuDS margins);
- Maintenance schedules, operations, and inspection regimes;
- Identification of responsible management body or parties;
- Strategy for the replacement of failed planting (minimum 5-year establishment period), including replanting timing windows:
- Trees/shrubs: November to March;
- Grassed areas: March–May or August–October.

The LMMP shall be implemented in full and adhered to for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: *To secure the long-term successful establishment, function, and appearance of the landscape.*

Outline Conditions

40. Reserved Matters

With the exception of Phase 1, details of the appearance, layout, scale and landscaping (hereinafter called "the reserved matters") for each phase shall be submitted to and approved in writing by the local planning authority before any development takes place on the relevant phase and the development shall be carried out as approved.

REASON: *To enable full and proper consideration of the proposed development.*

41. Reserved Matters – Time Limit

Applications for approval of the first reserved matters shall be made to the local planning authority not later than 3 years from the date of this permission. Applications for approval of all of the reserved matters shall be made to the local planning not later than 10 years from the date of this permission.

REASON: *In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.*

42. Reserved Matters - Implementation

The development hereby permitted shall be begun before the expiry of two years from the date of approval of the last of the reserved matters to be approved.

REASON: *In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.*

43. Phasing

As part of the first application for the approval of reserved matters, a detailed phasing plan shall be submitted to and approved in writing by the local planning authority. The phasing plan shall specify the proposed timing for the delivery of the areas of public open space/green infrastructure on each phase as well as the construction programme for the housing and other built elements of the development. The development hereby approved shall be carried out in accordance with the approved phasing plan.

REASON: *To ensure suitable phasing of the development.*

44. Design Codes

Prior to the submission of the first reserved matters application for each remaining phase, a Masterplan and Design Principles shall be submitted to and approved in writing by the Local Planning Authority. The Masterplan and Design Code shall be formulated broadly in accordance with the submitted Design and Access Statement and Illustrative Masterplan and shall include the following details:

- a) The proposed movement network delineating the primary, secondary and tertiary streets and pedestrian and cycleway connections, setting out the approach to estate design, treatment of non-vehicular routes and car and cycle parking including connection into the existing pedestrian and cycleway routes.
- b) The proposed layout use and function of all open space within the development.
- c) The approach to and design principles applied to car parking (on street and offstreet).

- d) Phased layout principles to include urban structure, form and layout of the built environment, building heights, densities, legibility, means of enclosure, key gateways, landmark buildings, key frontages and key groups
- e) The design approach for areas within the public realm including landscaping and hard surface treatments, lighting, street trees, boundary treatments, street furniture and play equipment
- f) Servicing, including utilities, design for the storage and collection of waste and recyclable materials.
- g) External materials, to include a palette of wall and roof finishes, windows, doors, porches, heads, cills, chimneys, eaves and verges and rainwater goods.
- h) The design principles that will be applied to the development to encourage security and community safety.
- i) The specific design principles that will be applied to the Neighbourhood Centre.

Thereafter any application for the approval of reserved matters shall comply with the approved Design Code.

REASON: To secure a coordinated, high-quality and well-designed development in line with approved design principles and planning policy.

45. Written Scheme of Investigation

No development shall take place until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation (WSI) which has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out at all times in accordance with the approved scheme as agreed in writing by the Local Planning Authority.

REASON: To ensure that an appropriate record is made of archaeological evidence that may be affected by the development.

PRE-COMMENCEMENT REASON: To ensure archaeological remains are identified, recorded, and protected where necessary, as groundworks could otherwise disturb or destroy evidence irretrievably.

46. Written Scheme of Investigation Results

The development shall not be occupied until (i) the post investigation assessment has been completed in accordance with the approved Written Scheme of Investigation and (ii) that the provision made for analysis, publication and dissemination of results, and archive deposition, has been confirmed in writing to, and approved by, the Local Planning Authority.

REASON: To ensure that an appropriate record is made of archaeological evidence that may be affected by the development.

47. Use Classes permitted

The neighbourhood centre premises shall be used only for uses falling within Classes E(a), E(b), E(e), E(f), F1(a), and F2(b) of the Town and Country Planning (Use Classes) Order 1987 (as amended), and for no other purpose (including any other purpose in Class E or F of the Schedule to the Order, or in any provision equivalent to those Classes in any statutory instrument revoking and re-enacting the Order with or without modification).

REASON: *To ensure the Neighbourhood Centre supports local community needs, contributes positively to placemaking.*

48. Permitted Development Restrictions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any order revoking or re-enacting that Order with or without modification, no change of use of any unit within the Neighbourhood Centre shall occur under Schedule 2, Part 3, Class E without the prior written consent of the Local Planning Authority.

REASON: *To retain control over the mix of uses within the Neighbourhood Centre in the interests of placemaking and to protect the vitality and viability of the established town centre.*

49. Public Art

Prior to the submission of the first reserved matters application, details of a strategy (including a time frame for completion) for the provision for public art within the development shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall be implemented in accordance with approved details provided with each relevant reserved matters submission unless otherwise agreed in writing by the Local Planning Authority and shall thereafter be so retained and maintained.

REASON: *In the interests of place making.*

50. Affordable/Self Build Housing

Prior to submission of reserved matters for each residential phase, a scheme detailing the location, type, tenure and phasing of affordable/self build housing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be delivered in accordance with the approved scheme.

REASON: *To ensure affordable and self-build housing is appropriately integrated to each phase.*

51. Foul Water

No building in any phase shall be occupied until works for the disposal of foul sewage from that phase have been provided, in accordance with details first submitted to and approved in writing by the Local Planning Authority.

REASON: *In order to secure a satisfactory standard of development.*

52. Multi-Use Games Area

Prior to the submission of reserved matters for the phase of development including a Multi Use Games Area (MUGA), full details of its design, layout, surface treatment, enclosure, lighting (if proposed), and any associated infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The MUGA shall be constructed in accordance with the approved details.

REASON: *To ensure the MUGA is of appropriate quality, safely designed, and fit for purpose.*

PRE-COMMENCEMENT REASON: *To ensure its design and associated infrastructure are properly planned and integrated, as changes at this stage could affect layout and construction.*

53. Drainage Details

Prior to or as part of the Reserved Matters, the following information shall be submitted to and approved in writing by the Local Planning Authority:

- (a) Soakaway test results in accordance with BRE 365, groundwater monitoring results in line with our DCC groundwater monitoring policy and evidence that there is a low risk of groundwater re-emergence downslope of the site from any proposed soakaways or infiltration basins.
- (b) A detailed drainage design based upon the approved Flood Risk Assessment and Drainage Strategy and the results of the information submitted in relation to (a) above.
- (c) Detailed proposals for the management of surface water and silt run-off from the site during construction of the development hereby permitted.
- (d) Proposals for the adoption and maintenance of the permanent surface water drainage system.
- (e) A plan indicating how exceedance flows will be safely managed at the site.
- (f) If required, evidence there is agreement in principle from the landowner/DCC highways/SWW.
- (g) Where required, a detailed assessment of the condition and capacity of any existing surface water drainage system/watercourse/culvert that will be affected by the proposals. The assessment should identify and commit to, any repair and/or

improvement works to secure the proper function of the surface water drainage receptor.

No building hereby permitted shall be occupied until the works have been approved and implemented in accordance with the details under (a) - (g) above.

REASON: The above conditions are required to ensure the proposed surface water drainage system will operate effectively and will not cause an increase in flood risk either on the site, adjacent land or downstream in line with SuDS for Devon Guidance (2017) and national policies, including NPPF and PPG. The conditions should be pre-commencement since it is essential that the proposed surface water drainage system is shown to be feasible before works begin to avoid redesign / unnecessary delays during construction when site layout is fixed.

54. Watercourse Monitoring

Prior to any commencement of any phase of the development, an applicant must submit details to confirm how they will monitor surrounding watercourses. Whilst this condition can be phased, the monitoring of watercourses will need to continue if further phases commence (and the watercourse is relevant to be monitored).

REASON: To ensure the protection of nearby watercourses from potential pollution, sedimentation, and hydrological impacts during the construction and operational phases of the development, and to safeguard local biodiversity and water quality.

PRE-COMMENCEMENT REASON: To ensure that monitoring measures are in place prior to groundworks or construction activity,

INFORMATIVES

1. Regulation 26 and 29 EIA Regulations 2017 - In determining this planning application, the Local Planning Authority has taken into consideration the Environmental Statement submitted with the planning application, the further information sought from the developer and all of the consultation responses and representations received. It is concluded that the proposed development is unlikely to have a significant effect on the environment due to the scale and nature of the development proposed. Where there is likely to be an adverse effect on the environment conditions have been imposed to avoid, prevent, reduce and offset such effects and secure mitigation measures where necessary.

2. In accordance with paragraph 38 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the Applicant and has negotiated amendments to the application to enable the grant of planning permission. This development is subject to a Section 106 agreement dated 30th September 2019. The agreement can be viewed at www.teignbridge.gov.uk/planningonline

3. RELEVANT PLANNING HISTORY

Site Address	Reference	Description	Decision Date
Newton Abbot, A382/A383 Link Road, Forches Cross	19/00456/MAJ	An improved highway link, including pedestrian and cycle facilities, sustainable drainage features and landscaping	01.11.2019
Land at NGR 283353 72691, Howton Road	17/02166/MAJ	Outline application for up to 20 custom build dwellings (approval sought for means of access).	21.06.2019
Land at Hele Park, Ashburton Road	15/01318/MAJ	Approval of details for 81 dwellings (approval sought for appearance, landscaping, layout and scale) pursuant to 12/00301/MAJ	12.10.2015
Land at Hele Park, Ashburton Road	13/03732/MAJ	Approval of details for 365 dwellings, public open space, areas of play and landscaping (Approval sought for layout, scale, appearance and landscaping) pursuant to 12/00301/MAJ	17.04.2014
Land at Hele Park, Ashburton Road	12/00301/MAJ	Outline - Demolition of existing club buildings and development of a mixed use scheme comprising up to 650 dwellings (Use Class C3), local centre (Use Classes A1/B1/D1/D2), employment use (Use Class B1), public open space, landscaping and highways access onto the A383 - (Approval sought for means of access)	01.02.2013

4. DESCRIPTION OF SITE

4.1. The application site extends to approximately 82 hectares and comprises predominantly agricultural land. The main application area includes land north of Ashburton Road and south of Seale Hayne with a further parcel south of Ashburton Road. However, there is an additional area of land further east, approximately 180 metres from the TDC custom self build site (Howton Fields – Ref: 17/02166/MAJ). The site forms part of the adopted NA1 allocation in the Local Plan and represents the next phase of its delivery, following the approval of Hele Park in 2013 for a mixed-use scheme comprising 650 dwellings to the south of Ashburton Road.

4.2. There is a limited amount of development within the red line boundary of the site, including a disused sports hall and other unused buildings located west of

Howton Road and south of Seale Hayne. Just outside the red line boundary, but in close proximity, are 16 dwellings along Howton Lane, and a further 5 dwellings near the junction of Howton Road and Howton Lane at the northern part of the site. Within the wider area, but again outside the red line boundary, are Mead Farm, the DCC Link Road (Perry Lane) and a small number of dwellings south of it.

4.3. The application site has an extant permission for a link road from the A383 (Ashburton Road) to A382, submitted by DCC (Ref: 19/00456/MAJ). The first phase of the link road has been delivered by DCC up to the junction with Howton Road and the Howton Fields site and is now completed ready for connection and use. The proposed development includes the remainder of the link road, albeit on an altered alignment, which is necessary in order to accommodate new homes and associated community facilities for Houghton Barton. A separate application (ref. 20/00950) has also been submitted for the remaining section of link road to ensure its early delivery, in Phase 1.

4.4. There are no listed buildings within the application site itself, however, several are located in close proximity to its boundaries. These include Seale Hayne, a Grade II listed building situated approximately 150 metres to the north, and 'Houghton', a former 17th–19th century farmhouse, also Grade II listed, along with Houghton Barn, an 18th century Grade II listed barn. Both are located adjacent to the site boundary on Howton Road. Ingsdon Mill, another Grade II listed building, lies approximately 40 metres to the south-west of the site boundary, south of Ashburton Road

4.5. The topography varies across the site, with flatter, lower lying areas located within the south-western parcel, and steeper slopes evident on the approach towards Seale Hayne and to the north-east. The site is characterised by a network of existing hedgerows, Devon banks and areas of mature trees, which contribute to the landscape character and provide habitat for a range of species. The site is covered by an Area Tree Preservation Order (District of Teignbridge (Houghton Barton) TPO 2015.

4.6. The site is subject to a number of other notable planning constraints. It is partially located within Flood Zone 3 to the south of Ashburton Road, while the remainder of the site falls within Flood Zone 1. Newton Abbot Footpath 9, the only public right of way within the red line boundary, runs south of Ashburton Road along the site's western edge. The site also lies within an area identified as both a breeding territory and wintering zone for ciril buntings, a species of conservation concern.

4.7. In terms of ecological designations, the site is situated within 10 kilometres of three European protected sites: the South Hams Special Area of Conservation (SAC), South Dartmoor SAC, and Lyme Bay and Torbay SAC. It is also located less than 14 kilometres from the Dartmoor SAC. The South Hams SAC is considered the most relevant, as it supports approximately 31% of the UK's Greater Horseshoe Bat population, including the largest known maternity roost in the UK and potentially

Europe. As a result, the site falls within the 2022 Bat SAC Landscape Connectivity Zone, which aims to safeguard habitat connectivity for this species.

4.8. In addition to all of the above planning constraints, the site is traversed by two key infrastructure corridors: overhead electricity power lines and a high-pressure gas main.

5. DESCRIPTION OF PROPOSAL

5.1. This hybrid planning application seeks outline planning permission, with all matters reserved, for a comprehensive mixed-use development forming part of the NA1 Houghton Barton allocation in the adopted Local Plan. The outline element of the proposal comprises:

- Up to 900 dwellings (Class C3),
- retirement / extra care accommodation (classes C2 and C3),
- employment uses (classes E, B2 and B8),
- primary school (Class F1),
- mixed-use local centre (classes E, C2, C3, F1, F2),
- community and leisure (Class E),
- remainder of A382 / A383 link road,
- strategic and local open space, and
- and site preparation with other associated works and infrastructure.

An indicative masterplan illustrating the proposed layout and land use distribution is extracted below:



5.2. The application also seeks full detail permission for the following elements, constituting Phase 1 of the development:

- 385 dwellings,
- Howton Common, and
- Phase 1 of the link road.

Phase 1

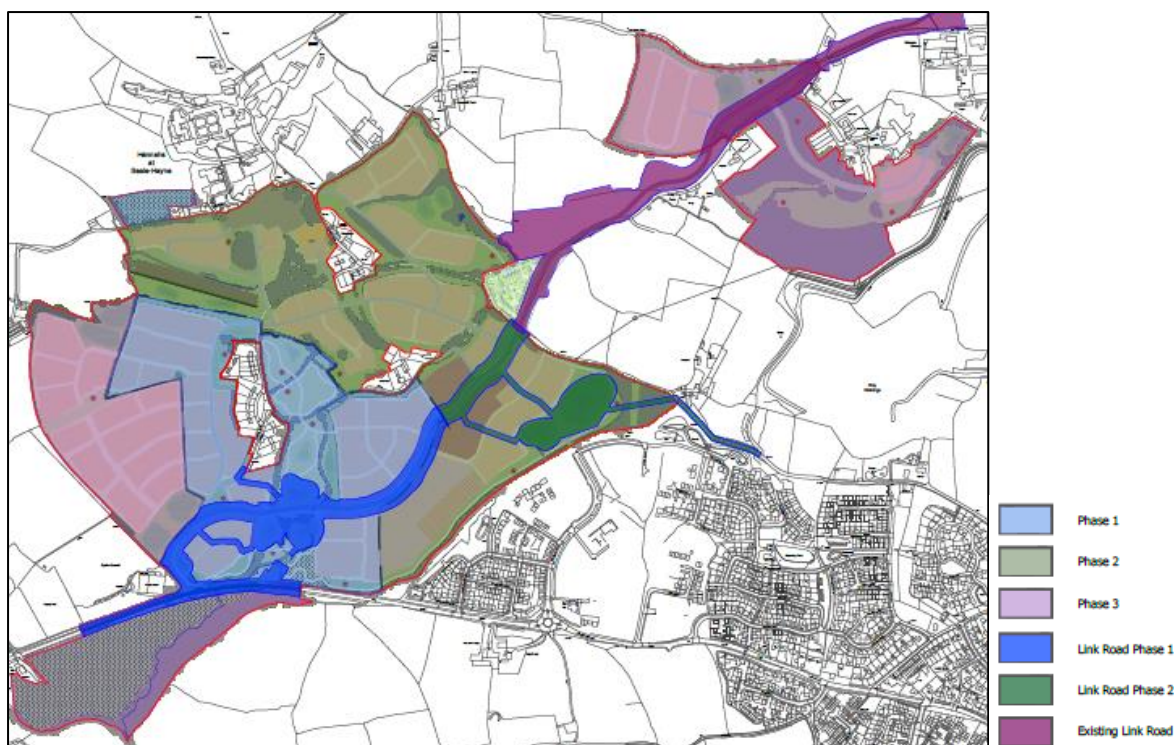
5.3. Phase 1 will deliver 385 dwellings with the following proposed mix:

- 20 x 1 bed apartments;
- 48 x 2 bed apartments / houses;
- 153 x 3 bed houses; and
- 164 x 4 bed houses

5.4. Phase 1 also includes Howton Common, the applications principal green infrastructure area, which is approximately 4 hectares in size, functioning as the site's primary recreation resource. The proposed layout of phase 1 is shown in below:



5.5. The link road (also subject to application reference 20/00950) seeks approval and, as part of Phase 1, alterations to the junction of Howton Lane and Ashburton Road and the next section the link road will be delivered. The indicative phasing of the link road and development is shown below:



5.6. In addition to the application proposal, the applicant has committed to a substantial programme of infrastructure and utility works as part of the delivery of this site, representing a significant upfront investment to enable the developments delivery.

5.7. A total of approximately £20.75 million will be invested in a wide range of off-site and enabling infrastructure works. These include diversions and upgrades to electricity and gas networks, drainage and telecommunication diversions, road works (including Section 278 works and a contribution towards the Link Road), ecological and archaeological works, and provision for education related infrastructure. The breakdown of these costs is shown in the table below:

Item	Cost (£)
S278 works	£1,300,000
Commuted sum for S278	£200,000
National Grid 132 kVA Diversion Works	£8,000,000
National Grid 11 kVA Diversion Works	£800,000
National Grid Electrical point of connection	£500,000
National Grid Substation upgrade	£650,000
Gas Offsite Works	£1,000,000
Electrical Offsite Costs	£1,500,000

Electric Network Operator Costs	£1,200,000
Telecom Diversion	£175,000
Service Crossings to culvert	£50,000
Rising main from Ashburton Rd	£1,300,000
1st Pump stations and Rising Main into site	£700,000
Temp treatment plants	£100,000
Demolition and Asbestos Removal works	£175,000
Archaeological Works	£200,000
Ecology works	£150,000
Services to school land	£250,000
U.U payment Link Road	£2,500,000
Total	£20,750,000

6. ASSESSMENT AGAINST PLANNING POLICIES

6.1. The material planning considerations relevant to the proposal are as follows:

- Principle of Development: Compliance with Policy NA1 and the NA1 Development Framework Plan.
- Landscape Character and Appearance of the Area.
- Design and Layout.
- Residential Amenity.
- Green Infrastructure, Public Open Space and Recreation.
- Biodiversity.
- Access, Highways and Sustainable transport.
- Flood Risk and Drainage
- Heritage and Archaeological Assets.
- Climate Change.
- Minerals and Waste.

Principle of Development: Compliance with Policy NA1 and the NA1 Development Framework Plan (DFP).

6.2. The application site is allocated under Policy NA1 for a landscape and design led mixed use development. It forms part of the NA1 allocation site, with the Hele Park development comprising the first phase of the allocation, which has delivered, in part, some of the NA1 requirements

6.3. Policy NA1 is set out below.

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.*

6.4. The NA1 site allocation policy is supported by the Houghton Barton, NA1 Development Framework Plan Supplementary Planning Document (DFP), which provides additional guidance and clarification in regards to Policy NA1 of the Local

Plan. The DFP, adopted in June 2018, is a key material consideration in the determination of this application.

6.5. While the DFP sets out an illustrative interpretation of how the objectives of Policy NA1 might be delivered, it is not intended to be prescriptive. Rather, it reflects the level of evidence and survey information available to the Council at the time of its preparation. It is therefore acknowledged that more detailed and up-to-date technical assessments submitted in support of planning applications may provide a more robust basis for decision-making and should be afforded greater weight where appropriate.

6.6. In this case, the applicant's environmental assessments and topographical analysis demonstrate that significant constraints exist across the site, with approximately 12.97 hectares of the total 36.37-hectare site identified as unsuitable for residential development. This is due to a combination of factors, including ecological sensitivity, landscape and topography considerations, and the need to expand the Flood Storage Area associated with Holbeam Dam. These constraints, identified through the master planning process, have led to a revised capacity for the site of up to 900 dwellings, rather than the 1,100 dwellings originally envisaged in the Local Plan allocation. Nevertheless, the revised quantum is considered to be a proportionate and sustainable response to site-specific constraints, and the development remains capable of delivering the key infrastructure identified in Policy NA1, including a local centre, primary school land, employment land, and extra care housing.

Employment Land – NA1 Criterion 'b'

6.7. The outline element of the application includes a 1.5-hectare area allocated for employment use. The Policy team has confirmed that, taking into account employment land identified at Forches Cross, Hele Park, and within the application's proposed neighbourhood hub, this would result in a shortfall of 0.9 hectares against the Local Plan allocation.

6.8. Following engagement with Teignbridge District Council's Assets team, it has been confirmed that the Council does not wish to take this employment land into its portfolio. As an alternative approach, the applicant has proposed to market the employment site on the open market for a period of 12 months.

6.9. Should there be insufficient interest in the site during that time, the applicant has agreed to make a financial contribution of £284,400 to the Council to address the identified 0.9-hectare shortfall. An additional £252,800 will be contributed if the remaining 0.8 hectares cannot be delivered on-site, based on the established rate of £316,000 per hectare as set out in Table 6 of the NA1 Development Framework Plan for off-site employment land contributions.

6.10. This proposal is considered to comply with criterion 'b' of the NA1 policy and NA1 DFP and will be secured by s.106 legal agreement.

Affordable Housing – NA1 Criterion ‘c’

6.11. The applicant proposes 77 affordable units, meeting the 20% policy requirement (policies NA1 and WE2) and floorspaces which meet Nationally Described Space Standards. The tenure split proposal is 50% affordable rent and 50% intermediate, which is supported, in this location, by the Council's Housing Enabling officer.

6.12. The Housing Enabling officer has referred to emerging policy expectations with regard to the accessibility and adoptability of units. While the emerging Local Plan 2020–2040 carries some weight, it has not yet been formally adopted. Therefore, the requirements it introduces cannot be enforced as mandatory planning obligations at this stage. Notwithstanding, the proposed development includes M4(2) (accessible and adaptable dwellings), which aligns with both adopted and emerging policy.

6.13. The affordable housing provision will be secured by s106 legal agreement.

Custom/ Self Build Housing – NA1 Criterion ‘c’

6.14. The application proposes a 5% custom/ self-build housing requirement in line with policy WE7. This is a total of 45 custom/ self-build plots, however 15 of these will be contributed from the Howton Fields (TDC's custom self-build site), leaving 30 plots to be delivered within the application site boundary. Phase 1 does not include any custom/self-build plots so they will therefore be included in the outline residential phases of the development and details provided at reserved matters phase.

6.15. This proposal is considered to comply with criterion ‘c’ of the NA1 policy (and policy WE7) of the local plan. The custom/self-build provision is secured by s.106 legal agreement.

Gypsy Traveller Pitches – NA1 Criterion ‘d’

6.16. The application will secure the proportionate policy requirement for Gypsy and Traveller provision, amounting to 15 pitches. The DFP acknowledges that the requirement may need to be delivered off site due to the amount of land required for pitch provision. The applicant has committed to working in partnership with Teignbridge District Council to identify a suitable alternative site, which is acceptable to the Council's Gypsy and Traveller Officer. To support this, they have agreed to contribute £150,000 towards the Council's costs in securing a planning permission on an alternative site and a financial contribution of £100,000 per pitch (totalling £1,500,000) to enable the delivery of the remaining 15 pitches elsewhere within the district.

6.17. The required gypsy and traveller provision will be secured by s.106 legal agreement.

Community Facilities – NA1 Criterion ‘e’

6.18. The application will deliver 1.9 hectares of land for early years provision and a two-form entry primary school. An additional 0.6 hectares has been included within the Land Use & Access Parameter Plan to provide flexibility for the delivery of a larger school, allowing for an additional form of entry if required.

6.19. DCC has requested an education contribution, totalling £2,546,911 from the applicants. The DFP outlines that this contribution will be delivered via Community Infrastructure Levy funds. As such, TDC will make the requested financial contribution directly to DCC.

6.20. The proposals also include a 1.8-hectare mixed-use local centre, which will accommodate up to 750 sqm of food retail space, up to 750 sqm of flexible-use commercial floorspace, a 900 sqm multipurpose community building, which is anticipated to deliver health care facilities, retirement and/or extra care accommodation, and a neighbourhood square with associated parking.

6.21. These community facilities form part of the outline element and are therefore subject to detailed design and will be secured through a Section 106 legal agreement.

Landscape Character and Appearance of the Area

6.22. The application site lies within the Denbury and Kerswell Farmlands Landscape Character Area, as defined by Devon County Council's landscape character assessments. This landscape is characterised by gently rolling and elevated farmland with a distinctive patchwork of medieval field patterns, species-rich hedgerows, scattered farmsteads, narrow rural lanes, and broad views towards Dartmoor. Prominent landform features include limestone hills such as Denbury Down and Beacon Hill, along with wooded ridgelines, stream valleys (notably the Lemon River and Aller Brook), and areas of ancient woodland and historic landscape features, including hillforts and traditional orchards.

6.23. Policy EN2A requires development to be sympathetic to and help to conserve and enhance the natural and cultural landscape and seascape character of Teignbridge. Policy S2 of the Local Plan requires new development to be of high-quality design which will support the creation of attractive, vibrant places. Newton Abbot Neighbourhood Plan supports delivery of development to a high standard in Policy NANDP 2.

6.24. Designs should 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 distinctive character. Account should be taken of a number of objectives, inter alia, a) the integration with and, where possible, the enhancement of the character of the adjoining built and natural environment, particularly affected heritage assets; and k) respect for the distinctive character of the local landscape and seascape, and the protection and incorporation

of key environmental assets of the area, including topography, landmarks, views, trees, hedgerows, wildlife habitats, heritage assets, and skylines.

6.25. The proposal has been informed by the site's context and its contribution to local landscape character. It has been designed to respond sensitively to the existing topography and retain key landscape features, including mature hedgerows, trees, and existing green corridors. The application incorporates generous green infrastructure, which will help maintain the patchwork field structure characteristic of the landscape character area and reinforce local distinctiveness. In addition, strategic planting will help to soften the built form and mitigate visual impact. Heritage assets and their settings have also been considered as part of the layout and landscape strategy, ensuring that the development respects the area's historical and environmental assets.

6.26. Several local residents have objected to the loss of a valued landscape and agricultural fields. Although the landscape is sensitive, the application site is located within a part of the area that is already allocated for development in the adopted Local Plan. It forms part of a strategic urban extension recognised by Devon County Council as a key component of the district's planned growth. As such, the principle of development within this area of the Denbury and Kerswell Farmlands Landscape Character Area is firmly established.

6.27. Overall, the proposal is considered to comply with Policies EN2A and S2 of the Teignbridge Local Plan, Policy NANDP 2 of the Newton Abbot Neighbourhood Plan, and the relevant provisions of the National Planning Policy Framework, by delivering a high-quality, landscape sensitive development that respects and responds to the character and appearance of the local landscape.

Design and Layout

6.28. Policy S2 of the Local Plan requires new development to be of high-quality design which will support the creation of attractive, vibrant places. Designs should 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.

6.29. The NA1 allocation policy also emphasises in criterion 'a' and 'g' that proposals should deliver high-quality, landmark gateway developments along the A382 and A383, supported by a comprehensive, landscape and design led masterplan.

6.30. National guidance within the National Planning Policy Framework (NPPF) confirms that good design and creation of high-quality buildings and places is a key aspect of sustainable development and is fundamental to planning. In addition, planning decisions should ensure that developments will function well, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, and are sympathetic to local character and history, including the

surrounding built environment and landscape setting. Whilst appearance and landscaping are matters to be reserved, the proposed layout of the site is assessed as part of this outline application.

Phase 1 – Character and Appearance

6.31. Phase 1 of the development falls within the 'Farleigh Village' character area, which is subdivided into four distinct sub-areas: Farleigh Gate, Farleigh Street, Farleigh Quarter, and Farleigh Edge. Each sub-area has been designed with its own character, architectural approach, and materials palette to create a varied yet cohesive development.

- Farleigh Gate forms the principal entrance into the site from the A383 and is designed to create a strong, semi-rural gateway. The character is defined by a green foreground with retained and enhanced landscaping, an organic layout, and a consistent use of red/orange multi-tonal brickwork. Key buildings feature render and contrasting brick detailing to create visual interest, with grey tiles marking the entrance and key spaces along the spine road.



- Farleigh Street follows the main spine road and provides a more formal streetscape, reinforced by a consistent materials palette, a mix of terraced, semi-detached, and detached dwellings, and a defined low boundary wall. Regular tree planting and occasional render at nodal points help to structure the route leading to the Neighbourhood Hub.



- Farleigh Quarter forms the main residential core of the village, with a more regular block structure and defined streets. A mix of wall and roof materials is proposed to introduce variety, aid legibility, and create distinctiveness across different routes and junctions.



- Farleigh Edge lies adjacent to the central public open space and features larger detached homes set along private drives. Boundaries are formed by hedges and planting, and the layout ensures active frontages and natural surveillance over

the green space. Red multi-brick with feature rendered gables, along with varied roof colours and materials, provide richness and identity to this edge-facing character area.



6.32. Overall, the approach to character areas in Phase 1 is considered acceptable. The scheme demonstrates appropriate design response that reflects the site's context, provides visual interest, and supports the creation of a high-quality and locally distinctive place.

Phase 1 – Density and Scale

6.33. Phase 1 of the development comprises a total of 385 dwellings, delivered in a range of types, tenures, and sizes to support housing choice and meet a variety of needs. The gross site area for Phase 1 is 22.02 hectares, and the proposed layout achieves a net average residential density of approximately 36 dwellings per hectare.

6.34. The DFP envisions a range of densities based on its masterplan, however the masterplan submitted by the applicant has taken account of the many constraints and areas in which land could not be developed. The principles of lower densities on the sites periphery by proposing detached homes has been included within the proposal of the western area of Phase 1.



6.35. The DFP also seeks densities to increase towards the neighbourhood centres and building increased heights along the link road, this is demonstrated in the street scene extract below.



Phase 1 – Landscaping and Green Infrastructure

6.36. The proposed design responds sensitively to the site's context, with particular emphasis on retaining and enhancing existing vegetation, especially along the A383, to preserve the rural character of the approach to Newton Abbot. A significant feature of the scheme is the creation of Houghton Barton Common, a large central area of green open space. This will offer a semi-rural character, incorporating retained and enhanced hedgerows, wood pasture, and meadow grasslands to create an attractive and biodiverse setting for the development.

6.37. The landscape strategy also includes a network of accessible pathways and play features, designed to promote inclusive use and encourage community interaction. Landscaping is used strategically to reinforce pedestrian and cycle links, enhance connectivity between open spaces, and support a seamless transition between the built form and the natural environment.

6.38. Key routes through the site, including those leading to the Neighbourhood Hub, are defined through a variety of landscape treatments to support legibility and wayfinding. Elsewhere, defensible space and the street scene are enhanced by structured planting, including hedgerows, shrubs, and trees. Overall, the approach to landscaping within Phase 1 is considered well integrated and appropriate to the site's context and function.

Phase 1 – Connectivity and Permeability

6.39. Access to Phase 1 will be taken from the A383 via the existing Howton Lane junction. A new link road will form the main route through the site, connecting to Howton Lane. The link road will serve as the spine of the strategic circulation network and is designed to accommodate bus access and bus stops.

6.40. The layout is proposed with a strong emphasis on connectivity, permeability, and sustainable travel. A clear hierarchy of streets and spaces supports safe and legible movement across the site. Informal pedestrian and cycle links are proposed throughout, providing convenient access to the internal network of open spaces and connecting into the wider neighbourhood and surrounding developments.



6.41. The scheme also creates a strong sense of place through a series of interconnected public spaces and focal points. Provision has been made for informal recreation and children's play, with an emphasis on creating attractive, inclusive environments that promote social interaction and community cohesion. The layout has been carefully considered to support future connections to the Neighbourhood Hub, reinforcing its role as a central destination and community gathering point.

Phase 1 Conclusion

6.42. The design and layout of Phase 1 are considered to comply with the design objectives of the Teignbridge Local Plan, particularly Policies S2 (Quality Development) and NA1 (Houghton Barton), as well as the guidance set out in the Houghton Barton Development Framework Plan.

6.43. The proposal responds positively to the site's context through a clear hierarchy of streets, varied character areas, and integration of existing landscape features. It creates a legible and attractive environment with good permeability and a strong sense of place, consistent with the DFP's placemaking and density principles.

6.44. Higher-density development is focused along key routes, while lower-density housing defines the site's edges, in line with DFP expectations. The layout promotes walking, cycling, and sustainable travel, with future connectivity to the Neighbourhood Hub safeguarded.

6.45. The scheme represents a well-considered and policy-compliant approach to Phase 1 design and layout.

Outline – Design and Layout

6.46. The outline element of the application proposes a comprehensively planned mixed use neighbourhood with up to a further 515 dwellings, supported by a primary school, a local centre, community uses, and an extensive green infrastructure network. The proposal has been informed by the masterplanning process and aligns with the objectives of Policy NA1 of the Teignbridge Local Plan and the Houghton Barton DFP.

6.47. While an Illustrative Masterplan and supporting material have been submitted to demonstrate how the development could be delivered, it is important to note that this is indicative only. Matters of scale, appearance, layout, landscaping, and access are all reserved for future approval, and will be determined at the detailed design stage through Reserved Matters applications. However, the land use distribution, access strategy, building height parameters, and strategic green infrastructure are set by the submitted Parameter Plans, which will be fixed through the grant of outline planning permission.

6.48. The outline framework establishes a clear and legible structure, centred around the proposed Link Road, with a well-defined hierarchy of movement routes to support sustainable travel. A centrally located Neighbourhood Hub is proposed to provide key community, education, retail, and residential uses, encouraging social cohesion and active travel.

6.49. The green infrastructure strategy retains and enhances key landscape features, including hedgerows, woodlands, and watercourses, and proposes a range of multifunctional open spaces such as Houghton Barton Common. These will support recreation, biodiversity, and integration with the wider rural setting.

Design and Layout Conclusion

6.50. The design and layout of both the Outline and detailed Phase 1 areas are considered to be acceptable and in general accordance with the Teignbridge Local Plan, specifically Policy S2 (Quality Development) and Policy NA1 (Houghton Barton), as well as the guiding principles set out in the Houghton Barton DFP.

6.51. The design and layout of the development is also considered to comply with the Newton Abbot Neighbourhood Plan policies by delivering a high standard of locally distinctive design (NANDP2), retaining and enhancing natural features to support biodiversity (NANDP3), providing a well-connected network of pedestrian and cycle routes (NANDP4), and incorporating land for a school, community facilities and accessible open space (NANDP5).

Residential Amenity

6.52. Policy S1 of the LP seeks for all developments to perform well against criteria set out within it. These include ensuring that proposals do not have a harmful impact on residential amenity of surrounding properties, as well as the future occupiers of the dwellings. This approach is mirrored in Policy GP1 of the eLP. Policy H12 of the

eLP, which specifically focuses on protecting the living conditions of nearby residential occupants.

6.53. There are a number of surrounding properties adjacent to the proposed development. It is acknowledged that over the course of the three public consultations, a total of 41 resident representations were received, a small number of which made reference to loss of residential amenity. The proposed uses are compatible and the submitted layout for Phase 1 ensures sufficient separation between existing and proposed properties, together with appropriate boundary treatments, such that there are no amenity issues arising.

Dust

6.54. Concerns have been raised by residents regarding the potential for dust pollution during construction. These concerns are fully acknowledged and have been considered in the submitted Environmental Statement – Air Quality Chapter.

6.55. The air quality assessment was carried out in accordance with the Institute of Air Quality Management (IAQM) 2016 guidance on assessing dust from demolition and construction. The assessment considered the likely effects of construction-phase activities, including earthworks, material handling, and vehicle movements, with specific attention to dust soiling, particulate matter (PM₁₀) exposure, and the potential for dust to be carried off-site (track-out).

6.56. The risk of dust soiling was classified as ‘medium’, reflecting the scale of the development and the proximity of existing residential properties. However, the report concludes that the impact will not be significant, provided that appropriate mitigation measures are implemented. These measures, which will be secured through a Construction Environmental Management Plan (CEMP), include dust suppression (such as water spraying on haul roads and stockpiles), vehicle speed restrictions, sheeting of lorries, and regular cleaning of access roads.

6.57. While the concerns about dust during construction are understandable, the development has been assessed as posing no significant air quality risk, provided that the mitigation measures are followed. These controls are standard best practice and will be required through planning condition to ensure they are in place prior to the commencement of development. The Council’s Environmental Health Officer has reviewed the assessment and raises no objection.

Noise:

6.58. Several representations raise concerns about noise impacts associated with the proposed development, particularly during the construction phase and in relation to increased traffic and activity associated with the new dwellings. Such concerns have been considered within the applicant’s Environmental Statement.

6.59. During the construction phase, noise levels will inevitably fluctuate depending on the type and location of activities being carried out. However, these impacts are

temporary and can be effectively controlled through a Construction Environmental Management Plan (CEMP). Measures will include restricting working hours, using low-noise equipment, and managing vehicle movements to minimise disturbance. These mitigation measures are considered industry best practice and will be secured by condition.

6.60. In terms of operational noise, that is, noise associated with the completed development, the Environmental Statement finds that the proposed residential use is compatible with the surrounding area and is not expected to generate unacceptable levels of noise. Traffic associated with the dwellings within Application A is not predicted to result in a significant change to baseline noise conditions, and no specific noise mitigation is considered necessary beyond standard building regulations compliance.

6.61. Importantly, the Council's Environmental Health Officer has reviewed the noise assessment and raises no objection to the proposals.

Loss of Privacy, daylight/sunlight and overbearing effects

6.62. The dwellings most impacted by phase 1 of the development are the dwellings located west of Howton Lane. The dwellings will face onto Howton Common with only residential development located at the rear. The back to back separation distances exceed 30 metres in all cases, which is a sufficient distance to preserve existing and future occupant privacy, access to daylight/sunlight and to avoid overbearing effects.

6.63. With respect to the relationship between proposed dwellings, back to back distances achieve a minimum distance of 20.5 metres which also exceeds the standard requirements set out in design guidance.

6.64. As such, the proposal is considered to accord with the requirements of Policies S1 of the adopted Local Plan and Policy H12 of the emerging Local Plan. With appropriate mitigation secured by condition, the development would not result in unacceptable harm to residential amenity in terms of dust, noise, privacy, daylight/sunlight, or overbearing impacts for existing and future residential occupants.

Green Infrastructure, Public Open Space and Recreation

6.65. Policies WE11 and EN12 require new development to deliver a well-connected, multifunctional green infrastructure network that integrates walking and cycling routes, sustainable drainage systems, habitats, and public open spaces to support biodiversity, resilience, and community wellbeing. In addition, proposals must avoid the unnecessary loss of important trees and hedgerows, prioritise the retention of mature and high-value specimens, and provide appropriate compensation through new planting.

6.66. In addition criterion 'a' includes a comprehensive landscape and design led masterplan and criterion 'h' seeks a network of green infrastructure that contributes to the overall strategic network;

6.67. The application proposes the delivery of a comprehensive and multifunctional green and blue infrastructure network, covering approximately 37.68 hectares, just under half of the total site area. This network includes a mix of formal and informal open spaces, landscaping, sustainable drainage features, and ecological enhancements, as shown in the below drawing extract. A key component of the proposal is Howton Common, a new central green space of over 4 hectares that serves as the focal point of the development. The common is designed to include wood pasture, meadow grassland, orchards, and a variety of play spaces. It offers a range of uses, from informal recreation and walking routes to more structured play.



6.68. In relation to the Arboricultural Impact Assessment, the most significant tree loss associated with the development arises from the construction of the remainder of the new link road between the A382 and A383, particularly at its junction with the A383. This alignment necessitates the removal of several mature oak trees due to required changes in ground levels and highway design, which are fixed and unavoidable given the engineering and safety constraints. Further tree loss will occur along the internal road network where level changes and carriageway widening are

required, though efforts have been made to limit this loss to only what is strictly necessary.

6.69. The proposed public open space is designed to ensure safe and convenient access throughout the development via interconnected green corridors. A detailed tree and hedgerow management strategy forms part of the application, with a net increase in hedgerow planting across the site and the incorporation of Devon hedgebanks in key locations. This responds directly to landscape officer concerns and helps reinforce the rural character of the site edges, particularly along Ashburton Road. Tree planting along primary and secondary routes is well distributed, and root protection considerations have been incorporated to ensure successful establishment and longevity, aligning with Policy EN12.

6.70. The proposal also includes 0.61 hectares of land allocated for allotments, supporting opportunities for local food growing. In addition, a network of children's play facilities is proposed, following a dual approach: larger, equipped play areas (such as NEAPs and LEAPs) designed with a focus on natural play principles, and smaller 'play-on-the-way' spaces that are integrated along key pedestrian and cycle routes, encouraging informal and spontaneous play across the site.

6.71. The green infrastructure and public open space proposals within the application ensure a continuous network of multifunctional open space with the provision of foot path and cycleway paths. Importantly, outline conditions require the provision of continuous green links through the site that will connect to Bradmore Hilltop Park in the future, and also link with the adjacent Hele Park development, which includes additional areas of public open space. The Green Infrastructure Officer has referred to the omission of Howton Valley Park, which is identified in the NA1 DFP as an important component of the green infrastructure network, intended to link the two parts of the development and provide wider community and strategic benefits. This area of land is not included within the red line boundary of the application and does not prevent its future delivery.

6.72. The GI Officer has questioned the dominance of above ground drainage features within Howton Common, which are considered to appear as prominent and utilitarian structures that do not integrate naturally into the landscape or facilitate good connectivity and movement. While the use of above-ground drainage features is welcomed in principle, it is emphasised by the Green Infrastructure Officer that this should not come at the expense of delivering the full range of green infrastructure functions and benefits expected from the development.

6.73. Surface water drainage is a critical design constraint due to flood risk in the area. The use of above-ground SUDs is in line with best practice, providing both drainage and ecological benefits. Although the infrastructure must serve a functional purpose the approach seeks to balance necessary drainage infrastructure with high-quality green infrastructure design.

6.74. A number of resident representations were received regarding the loss of amenity and wellbeing owing to the development of the site. Currently the agricultural fields are within private ownership so can only be appreciated along the highway network and public right of way. The delivery of the proposed development will provide useable and accessible green space connecting to both Hele Park and Hilltop Park.

6.75. The landscape and tree-related initial concerns raised in relation to the application focused primarily on the need for a stronger response to the site's rural context and landscape character. At the outline level, the submitted Landscape and Visual Impact Assessment, while methodologically sound, was considered limited in its engagement with the historic and cultural features of the site and surrounding area, such as traditional hedgerow patterns and the influence of Seale Hayne and Stover Park. There were also concerns that the proposed strategic landscape structure did not allow adequate space for the incorporation of a meaningful wood pasture character or sufficient screening along key corridors, including the A383.

6.76. In relation to the detailed Phase 1 proposals, early concerns relate the limited presence of trees within the development parcels, the engineered character of the parkland, and the overly formal layout of routes and drainage features. Specific recommendations were made to enhance the design of open spaces through the introduction of parkland-style tree clumps, traditional Devon hedgebanks, and a more naturalistic SuDS design that supports landscape integration and biodiversity. The parkland was seen as lacking a distinct rural character, and the alignment of footpaths and cycleways was viewed as overly functional rather than experience-led.

6.77. In response to these concerns, the applicant has revised the landscape strategy to incorporate a more naturalistic and context sensitive approach. While some compromises remain due to topography and drainage requirements, the landscape strategy is now considered to comply with Policies WE11, EN12 and EN8 of the Teignbridge Local Plan, as well as the objectives of the NA1 Development Framework Plan. The revised proposals reflect a more landscape led approach and are acceptable in planning terms, subject to the imposition of appropriate conditions to secure implementation and future maintenance.

6.78. The Play Officer provided feedback highlighting concerns around the location and distribution of play areas within Phase 1, noting that some play spaces may not fully align with Fields in Trust guidance or the aspirations of the NA1 DFP.

6.79. Specific points raised include the proximity of certain play areas to roads, water features, or less prominent locations, and a desire for improved natural surveillance, accessibility, and integration into the built environment. Comments also refer to the need for a clear strategy for future play provision across the wider site, including for older children. While the comments raised are noted, the proposed play provision for Phase 1, which includes seven play areas, has been carefully considered in the context of the site's constraints.

6.80. Many of the play areas proposed within this phase are intended primarily for younger children, who would typically be accompanied by a parent or carer. As such, concerns around independent access and surveillance, while noted, are of less critical importance at this early age range. These spaces have been located to ensure proximity to housing and walkable access for local families, recognising the nature of use and supervision levels expected.

6.81. It is also important to acknowledge that the site presents a number of physical and environmental constraints which have influenced the positioning of play space. These include gradients, surface water management requirements, existing ecological corridors, and the alignment of roads and built infrastructure. Within these parameters, the proposed play areas have been integrated as effectively as possible, and are accessible within residential parcels, often benefiting from passive surveillance from nearby dwellings.

6.82. While some areas may not fully align with the technical ideals set out in national guidance, the overall quantum of play space provided within Phase 1 is considered acceptable, and has been designed to be usable, accessible, and responsive to the layout and structure of the development. The submitted Design and Access Statement sets out the strategy for play across the whole development, indicating that further phases of the scheme, which are subject to reserved matters approval, will provide opportunities to refine play provision and deliver the full range of types and age-appropriate spaces, including facilities for older children.

6.83. Sport England has submitted an objection to the application on the grounds of the loss of an existing playing pitch within the site. The land in question is understood to have, at very limited times and informally, been associated with the Torquay Reserves Football Club (which has its main site to the west of Howton Lane, at its junction with Ashburton Road), as well as having been used for other things, such as police dog training. Notwithstanding, it is privately owned and there is no record of planning permission having been granted for its formal use as a public playing field. The proposed development includes the provision of a new pitch as part of the primary school site, which represents a like-for-like replacement in terms of function and access. Officers consider this acceptable in planning terms. In addition, the applicant is committed to delivering a Multi-Use Games Areas at the site of the disused sports hall, which will be subject to detailed approval at reserved matters stage.

6.84. In relation to the aspirations of the NA1 DFP, the application will deliver a range of green infrastructure and community facilities, including Howton Barton Common, an on-site Multi-Use Games Area (MUGA), a school playing pitch, a combination of LAPs, LEAPs and NEAPs, and 23 full-sized allotment plots. However, it will not deliver Howton Valley Park, nor will it provide financial contributions towards three full-sized playing pitches or a nine-wicket cricket square with outfield, as originally envisaged in the DFP.

6.85. The land identified for Howton Valley Park lies outside the red line boundary of the application. Furthermore, the proposed contributions towards the additional sports pitches have not been demonstrated to meet the legal tests for Section 106 obligations, specifically, that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind. It is also important to note that, while the DFP was subject to screening for Strategic Environmental Assessment and Habitat Regulations Assessment, it did not take full account of site-specific constraints. These include approximately 12.97 hectares of undevelopable land and the significant space required for flood risk prevention infrastructure, both of which have influenced the overall layout and delivery potential of the site.

6.86. Although the proposal does not fully comply with the aspirations contained within the NA1 DFP, on balance, and taking into account the strategic objectives and physical constraints of the site, the green infrastructure, public open space and play provisions proposals for the site are considered acceptable in the context of the constraints the site presents such as topography and drainage infrastructure. The proposal is therefore considered to adequately meet criteria h, k and m of the NA1 policy and policies WE11 and EN12 of the Local Plan.

South Hams Special Area of Conservation and Greater Horseshoe Bats

6.87. The application site is within the Landscape Connectivity Zone (LCZ) identified for Greater Horseshoe Bats (GHB) that form the special interest of the South Hams SAC (Special Area of Conservation). GHBs are very light-averse (avoiding light levels above 0.5lux) and need to follow dark, linear landscape features (such as hedges) to navigate around the landscape.

6.88. Policy EN9 of the Local Plan states that development that would be likely to directly or indirectly harm internationally important sites including Special Areas of Conservation will not be permitted unless it meets criteria including public benefits which outweigh the harm, the benefits cannot be provided through an alternative less harmful location, losses are mitigated where possible, are unavoidable losses and fully compensated, and for international designation sites conservation status must be maintained. Policy EN11 seeks further protection of protected species and EN10 requires a habitat regulations assessment to avoid harm to sites which form the special interest of the South Hams SAC – Roosts, strategic flyways and sustenance zones.

6.89. In accordance with criterion (i) and (o) of the NA1 policy, the development must protect and actively enhance habitats used by Greater Horseshoe Bats, particularly key foraging areas and commuting flyways within sustenance zones. In accordance with Criterion (o), a bespoke Greater Horseshoe Bat Mitigation Plan specific to Houghton Barton must be submitted and approved prior to the grant of planning permission. This plan must demonstrate how sufficient undeveloped land will be retained and functionally integrated to support the bats' ecological needs,

ensuring that there will be no adverse effect on the South Hams SAC, either alone or in combination with other plans or projects.

Habitat Regulation Assessment

6.90. A Habitats Regulations Assessment (HRA) has been carried out by TDC in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended). The purpose is to assess the potential for likely significant effects on the South Hams Special Area of Conservation (SAC), particularly in relation to Greater Horseshoe Bats (GHB), a qualifying feature of the SAC.

6.91. Bat activity surveys undertaken between 2017 and 2022 recorded low but consistent GHB activity across Application A, including in the Phase 1 area. Higher activity levels were associated with certain hedgerows and field boundaries, many of which are proposed to be retained and buffered as part of the development. The development of the site, including achieving the required access, will necessitate the removal of approximately 3.5km of hedgerows, including some that were previously identified in the NA1 DFP as important for bat movement. The Phase 1 development will also result in the loss of a mixture of arable and modified grassland fields, some of which offer potential for bat foraging, although overall the arable fields are considered of lower ecological value.

6.92. In response to these potential impacts, the applicants have submitted a suite of mitigation and avoidance measures, informed illustratively by a Greater Horseshoe Bat Mitigation Plan, a Landscape and Ecological Management Strategy, and a Landscape and Ecological Management Plan for Phase 1. Key mitigation measures include:

- Retention and enhancement of existing hedgerows, including buffering with 10m or 20m stand-offs in key areas to preserve commuting routes.
- Creation of new bat flight corridors through native hedgerow and woodland planting, designed to replicate existing routes and provide connectivity across the site.
- Provision of foraging habitat, including areas of wildflower-rich grassland and broadleaved woodland, particularly within retained green infrastructure areas and outside the built footprint.
- Strict lighting controls, including a maximum of 0.5 lux along key corridors, use of low temperature lighting, and directional designs to avoid light spill onto habitats used by bats.
- Phasing of development to ensure that habitat removal does not occur ahead of reserved matters approval in later phases.
- Three bat roost buildings –for mitigation and enhancement.
- Monitoring and management commitments, to be secured via the LEMP, to ensure the effectiveness of habitat creation and ongoing maintenance in perpetuity.

6.93. While the development does not include some of the off-site strategic green infrastructure (Houghton Valley Park) identified in the Local Plan and NA1 DFP, the biodiversity officer recognises the policy commitment to deliver mitigation habitat and corridors within the application site. Officers therefore consider that, for Phase 1 and the outline area, sufficient avoidance and mitigation is secured so that there would be no adverse effects on the integrity of the SAC.

6.94. As a result, TDC, as competent authority, concludes that subject to the strict implementation of the avoidance and mitigation measures outlined above, and their secured delivery through planning conditions and obligations, the proposed development under will not adversely affect the integrity of the South Hams SAC, either alone or in combination with other plans or projects.

6.95. Natural England has not yet provided formal comments on the Habitats Regulations Assessment (HRA). Therefore, the recommendation to approve the application is made subject to Natural England's confirmation of agreement for the conclusions of the HRA. Delegated authority is requested for the Head of Development Management to issue the decision notice upon receipt of this such response from Natural England.

Other Bat Species

6.96. In addition to the measures designed to protect South Hams SAC bats, the proposals incorporate features intended to benefit other bat species. These include hedgerow retention, creation of dark corridors, and planting of woodland and grassland habitats. However, the application includes a proposed bat roost building within the northern employment area, which is likely to be surrounded by built form and exposed to high light levels. This location appears unsuitable and could undermine the building's value as roost habitat. To address this, a planning condition is recommended requiring submission of a detailed scheme for three replacement bat roost buildings, including their precise design and placement, prior to commencement of Phase 1 and any reserved matters applications. The buildings must be delivered and retained in accordance with approved details to secure compensation for the loss of identified bat roosts.

Dormice

6.97. Hazel dormice are known to be present throughout the site, confirmed by surveys in 2020 and 2023. Breeding and resting places were recorded in numerous hedgerows, several of which will be removed (including H10, H11, H20, H28 and H47), or will be surrounded by development, increasing vulnerability to disturbance and predation. While some replacement woodland and scrub habitats are proposed, the capacity of these features to offset impacts is uncertain, particularly where habitat is close to built form or requires rotational management. The long-term viability of the dormouse population on site is therefore uncertain. A standard planning condition is proposed requiring that no works to dormouse-active hedgerows take place without a relevant Natural England licence, or confirmation that one is not needed. This will ensure that the development complies with the

Conservation of Habitats and Species Regulations 2017 (as amended), and that dormouse impacts are appropriately controlled under a phased licensing approach.

Cirl Bunting

6.98. Ecological surveys identified 10–11 cirl bunting breeding territories on the site, representing a significant number for a single development and a potentially meaningful proportion of the national population. In accordance with the 'Wildlife and Development Guidance Note: Cirl Bunting' (2017), a financial contribution of £74,193 has been sought per single cirl bunting territory loss. However, the applicant has challenged this request on the grounds that it was based on outdated survey data and did not meet the legal tests for planning obligations under Section 106.

6.99. In response, Teignbridge District Council consulted the RSPB to determine whether there is an evidence base to justify the financial contribution and, further, how the monies would be used. It was concluded that there is currently no secured strategy in place for spending the money, primarily due to uncertainties around land acquisition for off-site mitigation. The contribution is therefore not considered to meet the relevant legal tests and is no longer being pursued, resulting in an objection from the biodiversity officer and the RSPB

Hedgehogs

6.100. To maintain habitat connectivity for hedgehogs, a species of principal importance, hedgehog access holes must be incorporated into all solid boundary treatments within Phase 1. A planning condition is proposed to secure the specification and retention of hedgehog holes in fences and walls between plots. This will ensure continuity of access across garden spaces and open areas, helping to prevent habitat fragmentation.

Mammal Underpasses

6.101. To safeguard movement of small to medium-sized terrestrial mammals, a condition is proposed requiring submission and implementation of full details for a dry pipe mammal underpass at appropriate locations within Phase 1 (such as CP1 and CP2). This includes specifications for pipe dimensions, associated fencing, and long-term maintenance arrangements.

Lemon Valley SSSI

6.102. Natural England has identified the potential for hydrological impacts to the River Lemon Valley Woods Site of Special Scientific Interest (SSSI). While no objection is raised, this is contingent upon the implementation of mitigation measures including pollution prevention, drainage design, and a Construction Environmental Management Plan. A planning condition is recommended to secure the CEcoMP and ensure protection of the SSSI's ecological interest during construction.

Biodiversity Net Gain

6.103. As the application was submitted prior to the implementation of statutory mandatory Biodiversity Net Gain requirements, the approach is voluntary.

6.104. The development has been assessed in accordance with Local Plan policies EN9, EN10, EN11 and NA1. Subject to Natural England's support for the HRA and the implementation of mitigation secured by condition, no adverse effect on the integrity of the South Hams SAC is anticipated. Measures are also in place to address impacts on other protected species, including dormice, hedgehogs, and bats. However, the absence of mitigation for the loss of curl bunting territories remains a biodiversity objection. This matter is considered further in the planning balance.

6.105. Policy S1 of the Teignbridge Local Plan requires development to be accessible by walking, cycling and public transport, particularly work, shopping, leisure and education and to not harm highway safety or create unacceptable levels of congestion. Policy S9 seeks to encourage sustainable transport choices through an integrated approach to transport.

6.106. Policy NA1 requires the development to create a vehicular route (link road) connecting the A382 and A383.

Link road

6.107. This requirement is amplified by the DFP which outlines this new connections critical in addressing the increase in traffic associated with the development. The construction of this road has been a key priority for both Teignbridge District and DCC. The link was subject to an extant planning permission, submitted by DCC and has partially been delivered (between A383 and Howton Road). The remainder of this road is now subject to amendments by the application to accommodate the requirements of the Houghton Barton allocation. Associated planning application ref: 20/00950 is for the link road alone and is provided in full detail consistent with the hybrid application. The remainder of the link road will be delivered in two phases, the first of which will be delivered as part of Phase 1 of the hybrid application. The illustrative phasing plan demonstrates its phased delivery, which is acceptable to DCC.

Accessibility

6.108. The proposed development is well connected to Newton Abbot via three key walking and cycling routes: the A382 and A383 shared footway/cycleways, and Howton Road. An Accessibility Assessment has been undertaken for each development phase, confirming that a wide range of local destinations and facilities are within walking and cycling distance. The development is therefore expected to encourage sustainable travel, and the proposed local centre will further enhance access to everyday services.

6.109. Public transport is accessible, with the hourly No. 88 bus service operating along the A383 and the half-hourly No. 77 service terminating at Hele Park. Existing bus stops are located at the A383/Howton Lane junction.

6.110. Newton Abbot railway station lies approximately 4km to the east and provides direct services to Exeter, Plymouth, Torquay, and Bristol. The station is within cycling distance, offers cycle parking facilities, and has a 230-space car park for those travelling by car.

Vehicle Access Strategy

6.111. A comprehensive vehicular access strategy has been prepared by Clarkebond in collaboration with Devon County Council (DCC), who have confirmed agreement with the proposed design criteria. The strategy is aligned with the NA1 allocation, which requires delivery of the Link Road between the A382 and A383.

6.112. The north-eastern section of the Link Road, connecting the Forches Cross roundabout to Howton Road, has been delivered by DCC. The south-western section, from the A383 to the proposed Local Centre, will be delivered by the applicant and will operate under a 30mph limit, reducing to 20mph within the Local Centre.

6.113. Access from the A383 will be via an upgraded Howton Lane priority junction as part of Phase 1, incorporating a ghost island right-turn lane. In support of this, a reduction in the A383 speed limit, from 60mph to 40mph between Howton Lane and the Hele Park roundabout has been agreed with and promoted by DCC.

6.114. The development also proposes a connection to Buttercup Way within Hele Park, with a new street linking to the Link Road via a simple priority T-junction. A Loop Road will be provided to serve the northern and western parts of the site, while a new access road to Seale Hayne will be delivered as part of Phase 2. Until then, access will continue via Howton Lane.

6.115. Existing country lanes within the site are proposed to be closed to through-traffic or to all vehicles where appropriate, but will be retained for pedestrian and cycle use, with local vehicular access maintained where necessary.

Walking and Cycling Strategy

6.116. The proposed development incorporates a comprehensive walking and cycling strategy that delivers a permeable network with high-quality, direct, and user-friendly connections between key origins and destinations. A 3.0m-wide shared footway/cycleway is provided along the southern side of both the Link Road and Loop Road. Additional off-road shared footway/cycleways are integrated throughout the site.

6.117. Major crossing points along the Link Road are equipped with either pedestrian refuge islands or Zebra crossings. The proposed Zebra crossings are raised to enhance pedestrian safety and contribute to traffic calming.

Public Transport Strategy

6.118. Clarkebond has prepared a bus-focused public transport strategy for the proposed development, developed in collaboration with Devon County Council's public transport team and bus operators Stagecoach and County Buses. The strategy has been assessed through a technical modelling exercise to ensure its feasibility.

6.119. The A382 to A383 Link Road will serve as the primary bus corridor within the development. A sustainable transport hub will be established in the Local Centre, featuring a 'bus box' to facilitate service turnaround within the street network.

6.120. During Phase 1, the strategy centres on the existing 88 bus service operating along the A383 between Ashburton and Newton Abbot. The frequency of this service will be increased from every 60 minutes to every 30 minutes throughout the week. In Phase 2, it is proposed that the enhanced half-hourly 88 service will be diverted through the development via the Link Road and Buttercup Way, subject to the future delivery of this connection.

6.121. The Highways Authority has confirmed the amendments submitted throughout the course of the application are accepted, subject to condition and therefore the initial objection is removed.

Flood Risk and Drainage

6.122. Local Plan policy EN4 prioritises directing new developments to areas with the lowest flood risk, favouring sites in Flood Zone 1 where possible. If no suitable sites are available, development may be considered in Flood Zones 2 and 3, provided it delivers sustainability or regeneration benefits and meets a sequential test.

6.123. According to the Environment Agency's Indicative Flood Zone Mapping, the majority of the site lies within Flood Zone 1, which denotes land at low risk of fluvial or tidal flooding, with an annual probability of flooding of less than 0.1% (less than 1 in 1,000). A small area in the southern part of the site intersects with Flood Zone 3, associated with a Main River tributary within the western catchment of the River Lemon. This area is located upstream of the Holbeam Dam and therefore also lies within the designated Flood Storage Area for the structure. Development is proposed away from the area of flood risk.

Furthermore, as a result of the Environment Agency's requirement to expand the flood storage area associated to the Holbeam Dam (south of the site), the applicant amended its proposal during the course of the application to remove any build development to the south of the A383 and reprofiling land in Phase 1, resulting in the loss of a small amount of residential land, to accommodate it. Conditions securing this work as part of Phase 1, which will significantly improve the flood protection for Newton Abbot.

6.124. Surface water arising from the development will be managed through a dedicated drainage network, with discharge directed to detention basins and/or attenuation ponds. These features will be strategically positioned to serve development parcels located upslope, where practicable.

6.125. Foul water from the site will be conveyed via a network of adoptable sewers to multiple pumping stations, each designed with emergency storage capacity in accordance with the Water UK Design and Construction Guidance (2019). Several of these will function as secondary stations, transferring flows via rising mains to a primary pumping station situated in the south-western area of the site, adjacent to the A383 junction. South West Water raises no objections to this strategy.

6.126. Following the submission of amended plans and constructive engagement with the Environment Agency, the applicant has successfully addressed all flood risk matters associated with the proposed development. Initial concerns related to the potential encroachment of development within the functional floodplain of the Holbeam Reservoir have been resolved. The revised proposal now fully account for the required flood detention level of 50.31m AOD, as advised by the reservoir panel engineer, which reflects the necessary capacity for a 1% Annual Exceedance Probability (AEP) flood event, with a 40% climate change allowance and appropriate uplifts for uncertainty and wave action.

6.127. As a result, the Environment Agency has withdrawn its objection, confirming that flood risk issues have been satisfactorily overcome, subject to conditions.

6.128. The LLFA initially objected to the application on the grounds that insufficient detail had been provided to demonstrate the suitability of the drainage strategy, including the lack of confirmed outfall locations for key attenuation basins (12–17), limited information on long-term storage and exceedance flow routes, and the absence of a firm commitment to above-ground sustainable drainage features. However, through the provision of additional survey data, clarification of drainage routes, confirmation of discharge rights, and agreement in principle from Devon County Council Highways, the applicant has addressed each of the LLFA's concerns.

6.129. As such, the LLFA has withdrawn its objection, confirming that the drainage strategy is acceptable, subject to condition and can be appropriately managed through the detailed design stage. Therefore, the proposal is considered to comply with policy EN4 of the Local Plan.

Climate Change

6.130. The proposed development is required to comply with the climate change and carbon reduction objectives set out in the Teignbridge Local Plan. Policy S7 seeks to achieve a 42% reduction in per capita carbon emissions from 2009 levels by 2030. In support of this, Policy EN3 requires that major developments

are accompanied by a Carbon Reduction Plan, demonstrating how the development will minimise carbon emissions during both construction and occupation. Criterion 'j' of policy NA1 also seeks the development to maximise opportunities for onsite renewable energy systems.

6.131. In accordance with Local Plan Policies S7 and EN3, the applicant has submitted an Energy Statement setting out the proposed carbon reduction strategy for the development. The baseline energy demand, calculated to meet Part L1 2021 compliance, is 7,627,604 kWh per annum, resulting in 1,576,863 kgCO₂ per annum. To reduce this, the applicant proposes a 'fabric first' approach, prioritising high-quality building fabric, enhanced insulation, minimised air leakage, thermal bridging reduction, and incorporation of passive and active design measures. This is projected to achieve an energy demand reduction of 591,117 kWh per annum and a carbon saving of 126,256 kgCO₂ per annum.

6.132. Additionally, the scheme will incorporate water source heat pump systems, which provide highly efficient, low-carbon heating with a Coefficient of Performance (CoP) of up to 5.5. These systems will be paired with low-temperature radiators or underfloor heating to maximise efficiency. This approach aligns with national policy direction to phase out fossil fuel heating, supports the Future Homes Standard, and benefits from the reduced grid carbon intensity due to increased renewable electricity generation. Heat pump systems also offer reduced maintenance requirements and access to government incentives.

6.133. Overall, the combined measures are predicted to achieve a 64.48% reduction in annual carbon emissions and a 38.29% reduction in energy demand compared to Part L1 2021 compliant levels.

6.134. The climate change officer is satisfied with the submitted energy statement and supporting embodied carbon plan subject to conditions. In relation to operational carbon emissions, a condition is proposed requiring submission of a sample of SAP calculations prior to the commencement of works. These calculations must reflect the construction specification set out in the Carbon Reduction Plan and confirm that key measures (including U-values, air infiltration rates, and the specification of air source heat pumps) are embedded in the build specification.

6.135. In respect of embodied carbon emissions, the officer recommends a pre-commencement condition requiring an updated embodied carbon assessment, with a 'do not exceed' benchmark of 390kgCO₂/m² (except carbon sequestration), reflecting the applicant's current modelling and exceeding LETI 2020 design targets. To support this, the applicant is to submit representative Environmental Product Declarations (EPDs) for key high-impact materials including concrete, mortar, steel, and brick/blockwork. This will ensure that the emissions factors used in the assessment are robust and representative of the actual construction specification.

6.136. As such, the proposed development is considered to comply with Policies S7 and EN3 of the Teignbridge Local Plan and Criterion (j) of Policy NA1, by delivering an effective carbon reduction strategy. The approach prioritises a fabric-first design, detailed assessment of embodied carbon, and the incorporation of renewable energy through water source heat pump systems.

Heritage and Archaeological Assets

6.137. Policy EN5 seeks to protect and enhance the area's heritage and therefore development proposals must take into account the significance, character and setting of any affected heritage assets and also requires the consideration of potential archaeological assets. In addition, criterion 'l' of Policy NA1 also requires the proposal to protect the long-term use and setting of the listed buildings at Seale Hayne.

Listed Buildings

6.138. There are no designated heritage assets within the application site boundary. However, the following designated heritage assets are located within 1km of the application site:

- Seale Hayne is Grade II Listed Building located approximately 650 metres north of the application site boundary.
- Howton Farmhouse is a Grade II Listed Building located east of Howton Road and is approximately 410 metres north of the application site boundary.
- A Grade II Listed Barn, 30 metres southeast of Howton Lane and approximately 390 metres north of the application site boundary.
- Ingson Mill House is a Grade II Listed Building, located south of Ashburton Road and is approximately 450 metres from the application site boundary.

Seale Hayne (Grade II, List Entry 1380155)

6.139. Seale Hayne is a prominent former agricultural college built circa 1910, noted for its Edwardian architectural style and historic associations, including its use as a First World War hospital. The building is located approximately 150 metres north of the application boundary.

6.140. The significance of Seale Hayne lies primarily in its architectural form and its historic role in early 20th-century agricultural education. While the wider rural setting may historically have contributed to its context, the southern boundary of the campus is now visually and physically enclosed by mature woodland planting, severely limiting intervisibility with the application site. Glimpsed views of the tower are possible from some higher points within the site, although these are incidental and not part of any designed or significant view.

6.141. The development would introduce new built form into the wider rural landscape historically associated with the college. Resident representations have been submitted regarding the safeguarding of Seale Hayne and its setting, however, design mitigation, including the provision of open space in key view corridors, seeks to retain limited glimpsed views. The Heritage and Archaeology

chapter of the Environmental Statement, concludes that this would result in a negligible change to the building's significance, equating to a minor adverse effect.

6.142. Several derelict buildings within the northern part of the site are identified as potentially curtilage-listed structures associated with the former Seale Hayne complex. These buildings are of low architectural and historic interest, and no demolition is proposed at this stage. Their effect is assessed as neutral, and opportunities for reuse may be explored at reserved matters stage.

Houghton and Barn at Houghton (Grade II, List Entries 1256909 and 1256918)

6.143. The farmhouse at Houghton and its associated barn lies close to the centre of the site and are considered to be of high importance due to their architectural and historic value, with origins dating from the 17th to 19th centuries.

6.144. In terms of setting, the contribution of the surrounding farmland to their significance is limited but not negligible, reflecting historic functional relationships. The proposal includes design mitigation in the form of green buffers and open space around the buildings to preserve their immediate rural context.

6.145. Despite this, the proposals will result in a negligible change to their setting, equating to a minor adverse effect on both assets. To further safeguard the buildings during construction, a Construction Environmental Management Plan (CEMP) is proposed to avoid potential damage from construction traffic, particularly as Houghton sits close to a narrow lane.

Ingsdon Mill (Grade II, List Entry 1240636)

6.146. Located approximately 40 metres southwest of the application boundary, Ingsdon Mill is a former rural mill complex dating from the 18th/19th century. It derives significance from its architectural interest and representation of rural industry.

6.147. The proposed development will not include built form in the immediate setting of the mill, as all development is confined to the north of the A383, and intervening land is to be retained as open space. As such, the development will result in no change to its significance, and the effect is assessed within the ES as neutral.

6.148. The heritage impacts of the application have been assessed as 'less than substantial harm', and design mitigation will reduce effects as far as reasonably possible. When balanced against the clear and substantial public benefits, in particular the delivery of housing, affordable homes, economic development, infrastructure, and social and environmental gains, it is considered that the public benefits outweigh the limited heritage harm, in accordance with paragraph 202 of the NPPF and as supported by the Design and Conservation Officer.

Archaeology

6.149. In terms of archaeological impact, the application site is situated within a rich historic landscape and the extent of finds and sites of both prehistoric and historic dates demonstrates a high potential for further, unknown archaeological remains to exist within the application site. Devon County Council's Historic Environment Team advises that the western part of the site contains a second-century AD ditched enclosure identified through previous archaeological investigations. While the asset is not of sufficient significance to require preservation in situ, its loss should be mitigated through a programme of archaeological work. There is also potential for archaeological remains along the proposed link road.

6.150. To address this, the Historic Environment Team recommends that development be subject to a condition requiring the submission and approval of a Written Scheme of Investigation (WSI), setting out a programme of archaeological mitigation. This approach is consistent with the National Planning Policy Framework (2023) and Teignbridge Local Plan Policy EN5. Subject to the inclusion of standard archaeological conditions, no objection is raised.

6.151. The proposal is therefore considered to accord with Policy EN5 of the Local Plan and Policy NANDP11 of the Newton Abbot Neighbourhood Development Plan.

Minerals and Waste

6.152. Policy M2 of the DCC Minerals Plan seeks to ensure that areas defined on the policy maps are protected from sterilisation or constraint by non-mineral development. This is supported by criterion 'n' of Policy NA1 of the Local Plan

6.153. Part of the north-eastern section of the application site lies within a Mineral Consultation Area for ball clay and partially within a Mineral Safeguarding Area linked to the operational Ringslade Quarry. While the applicant's Planning Statement does not reference the Devon Minerals Plan or Policy M2, the submitted noise and air quality assessments adequately consider the relationship with the quarry.

6.154. Given that the assessments demonstrate no undue impact on future residents from quarry operations, Devon County Council, as the mineral planning authority, raises no objection. The proposal is therefore considered consistent with Policy M2 of the Devon Minerals Plan and criterion 'n' of LP policy NA1.

6.155. With regards to waste, DCC waste have requested a commuted sum of £128 per dwelling (totalling £115,200 for the outline element of the application and £49,280 for the detailed element) towards the replacement of the Brunel recycling centre, however this contribution is not a requirement of the NA1 policy or the supporting DFP.

6.156. TDC does not intend to secure the financial contribution requested towards the replacement of the Brunel recycling centre. While DCC has published a strategic evidence base indicating the need for infrastructure investment to meet future demand, this evidence is general in nature and not site specific. The request has not demonstrated that the proposed development would have a direct and identifiable impact on the capacity of the existing recycling facility. Furthermore, the recycling centre serves a broad catchment area beyond the application site, and no detailed assessment has been provided to show how this development alone would trigger the need for new or expanded infrastructure.

6.157. As such, the contribution is not considered to meet the legal tests under Regulation 122 of the Community Infrastructure Levy Regulations 2010, particularly in relation to necessity, direct relationship to the development, and proportionality. In the absence of a clear, evidence-based justification, the officers do not consider it appropriate or lawful to require the contribution through a Section 106 agreement.

6.158. The application is supported by a Waste Audit Statement as required by Policy W4 of the Devon Waste Plan. The DCC waste team confirm that the statement is comprehensive and sufficiently considers the waste generated from the development at the construction and operational phases. It therefore satisfies the requirement of DCC's waste prevention policy W4.

6.159. The TDC Waste Officer initially raised concerns regarding the location and adequacy of bin collection points, particularly for properties accessed via private drives. Specific issues included collection points being located more than 10 metres from the adopted highway. The officer emphasised that waste and recycling crews will not enter unadopted roads and that appropriate collection points must be provided within acceptable carry distances. Following the submission of amended plans addressing these issues, the TDC Waste Officer has confirmed that they now have no objection to the proposal.

6.160. As such, proposal is considered to comply with Policy M2 of the Devon Minerals Plan and criterion (n) of Policy NA1, with no objection from the Mineral Planning Authority. The application also satisfies Policy W4 of the Devon Waste Plan and all local waste management issues have been addressed through amended plans.

Planning Balance

6.161. The principle of development is firmly established in the adopted Local Plan, under Policy NA1 and the proposal accords with the requirements of it, seeking the delivery of up to 900 new homes (including affordable housing), land for a new primary school, local centre, strategic link road between the A382 and A383, a network of multifunctional green infrastructure, and a strong carbon reduction strategy.

6.162. While the proposed development gives rise to some limited policy conflict, particularly, loss of habitat for protected species (notably cirl buntings), and the non-delivery of certain aspirations set out in the NA1 Development Framework Plan, the overall planning balance is positive.

6.163. The proposed development brings forward a major component of the NA1 Houghton Barton strategic allocation and represents a significant opportunity to deliver a well-planned, sustainable, and vibrant new neighbourhood extension to Newton Abbot. It provides a comprehensive and integrated package of housing, infrastructure, green space, and community facilities in accordance with the site's strategic importance and role in the adopted Local Plan.

6.164. The scheme delivers wide-ranging and long-term social, economic and environmental benefits, including:

- Significant financial contributions to support infrastructure, public transport, employment land delivery, and gypsy and traveller accommodation.
- Delivery of the A382/A383 link road, unlocking connectivity and easing congestion.
- Provision of a serviced site for a new 420-place primary school, with expansion potential.
- Land and works enabling the Environment Agency to enhance flood storage at Holbeam Dam, benefitting the wider town.
- New retail, health and wellbeing, and community facilities to support day-to-day needs.
- A rich network of green infrastructure, including Houghton Barton Common, a neighbourhood square, play areas, sports pitches, allotments, and sustainable travel links.
- A diverse housing mix, including 20% affordable homes and 30 custom and self-build plots.
- Long-term, secured management of public open spaces, with the potential for community-led stewardship.

6.165. The proposal responds positively and creatively to site constraints and delivers a comprehensive and policy-compliant scheme in all key respects. Taken as a whole, the development offers a deliverable and sustainable solution to meeting local housing and infrastructure needs in a way that supports climate resilience, biodiversity, active travel, and inclusive communities. It secures the strategic objectives of the Local Plan allocation and contributes meaningfully to the district's growth strategy and housing land supply.

6.166. In summary, the social, economic, and environmental public benefits are substantial and demonstrably outweigh any limited and localised policy tensions. The scheme delivers against national and local planning objectives and represents a strong example of plan-led development that will bring clear and lasting benefits to the district.

6.167. The proposal therefore constitutes sustainable development and is recommended for approval, subject to the planning conditions and obligations outlined in Section 2 of this report.

7. POLICY DOCUMENTS

Teignbridge Local Plan 2013-2033 (TLP)

- S1A (Presumption in favour of Sustainable Development)
- S1(Sustainable Development Criteria)
- S2 (Quality Development)
- S4 (Land for New Homes)
- S6 (Resilience)
- S7 (Carbon Emission Targets)
- S9 (Sustainable Transport)
- S14 (Newton Abbot)
- S21A (Settlement Limits)
- S23 (Neighbourhood Plans)
- WE1 (Housing Plan, Monitor and Manage)
- WE2 (Affordable Housing Site Targets)
- WE4 (Inclusive Design and Layout)
- WE11 (Green Infrastructure)
- EN2A (Landscape Protection and Enhancement)
- EN3 (Carbon Reduction Plans)
- EN5 (Heritage Assets)
- EN4 (Flood Risk)
- EN7 (Contaminated Land)
- EN8 (Biodiversity Protection and Enhancement)
- EN9 (Important Habitats and Features)
- EN10 (European Wildlife Sites)
- EN11 (Legally Protected and Priority Species)
- EN12 (Woodlands, Trees and Hedgerows)
- NA1 (Houghton Barton)

NA1 Development Framework Plan Supplementary Planning Document

Devon Waste Plan

Devon Minerals Plan

Newton Abbot Neighbourhood Development Plan

- NANDP2 (Quality Design)
- NANDP3 (Natural Environment and Biodiversity)
- NANDP4 (Provision of Cycle/ Walkways)
- NANDP5 (Provision of Community Facilities)
- NANDP11 (Protection of Heritage Assets)

National Planning Policy Framework (2025)

National Planning Practice Guidance

Proposed Submission Local Plan 2020-2040

The Draft Local Plan, currently at Examination and therefore policies are not fully adopted. Only policies relevant are listed:

- GP1: Sustainable Development
- GP3: Settlement Limits and the Countryside
- GP6A: Open Space and Recreation Facilities
- CC1: Resilience
- CC2: Energy and Carbon Statements
- CC3: Electric Vehicle Infrastructure
- CC4: Sustainable Transport
- CC5: Renewable and Low Carbon Energy Generation
- DW1: Quality Development
- DW2: Development Principles
- DW3: Design Standards
- EC1: Business Development
- EC5: Working from Home
- EC8: High Speed Digital Networks
- H3: Affordable Housing Controls
- H5: Homes Suitable for all
- H6: Custom Build
- H9: Local Connection Test and Cascade
- H12: Residential Amenity
- EN1: Setting of Settlements
- EN4: Landscape Protection and Enhancement
- EN6: Flood Risk and Water Quality
- EN7: Air Quality
- EN8: Light Pollution
- EN9: Contaminated Land/ Land Instability
- EN10: Biodiversity and Geodiversity
- EN11: Important Habitats and Features
- EN12: Legally Protected and Priority Species
- EN13: European Wildlife Sites
- EN15: South Hams SAC
- EN16: Trees, Hedges and Woodlands
- EN17: Heritage Assets

8. CONSULTEES

Devon County Council Highways	No objection – Subject to condition
Objection is withdrawn further to the applicant providing additional information and subject to compliance with the highway's conditions.	

Devon County LLFA	No objection – Subject to condition
Objection is withdrawn further to the applicant providing additional information summarised in the “Summary of additional information” document, dated 4 th July 2025, and subject to compliance with conditions outlined in section 2 of this report.	

Landscape and Tree Officer/ Consultant	No objection – Subject to condition
Objection is withdrawn subject to request for details by planning condition	

TDC Waste	No objection
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Environment Agency	No objection – Subject to condition
Condition requested relating flood exceedance routes, site and finished floor levels, flood compensation, phasing wetland habitat details, culvert design, site investigation and remediation and unsuspected contamination.	

Natural England	Updated Comments Pending re: HRA.
In order to mitigate adverse effects upon the River Lemon Valley Woods SSSI, pollution prevention measures are to be adopted and contained within construction drainage strategy, construction environmental management plan, CEMP, drainage design, Construction Ecological Management Plan and watercourse monitoring condition.	

Environmental Health – Contaminated Land	No objection
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HSE	No objection
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The proposed development site identified does not currently lie within the consultation distance (CD) of a major hazard site or major accident hazard pipeline.

Wales & West Utilities	No objection
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Information provided to the applicant with regards to utilities and the necessary steps the applicant must take post decision

Climate Change	Objection
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The officer advises the application site should comply with emerging local plan policy CC2 and GP1.

Officer Comment:

This approach is not agreed to by officers for the following reasons: CC2: This policy is afforded low weight as there are a significant level of unresolved objections which state again there are matters contained within the policy which are unnecessary and repetitious of 2021 Part L of Building Regulations. The lifecycle carbon and energy efficiency matters are also challenged as it causes confusion with national policies and standards. GP1: This policy is afforded only mediumweight as there are a moderate level of unresolved objections. In this case, the NPPF does not outline a specific requirement for embodied carbon to be minimised.
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National Highways	No objection
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No traffic impact of the development on the SRN

Police - Designing Out Crime	No objection
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Various comments and recommendations relating to the design of the scheme, to be considered by the applicant as the design progresses.
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Historic England	No comment
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No advice offered

South West Water	No objection
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| <ul style="list-style-type: none">Proposed surface water disposal for its development is acceptable |
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- Information provided to the applicant with regards to clean potable water and foul sewerage services and the necessary steps the applicant must take post decision

Active Travel England	Deferral
Combined response provided for this application and 20/00586. Concerns raised regarding; trip generation, pedestrian access to amenities, access to public transport, off-site transport infrastructure, site permeability and travel planning	
<p>Officer Comment:</p> <p>Since 1 June 2023, Active Travel England has been a statutory consultee on planning applications involving either 150 or more dwellings or buildings with an internal floor area of 7,500m² or more.</p> <p>However, as set out in The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2023, Article 1(4), this statutory consultee status only applies to planning applications submitted on or after 1 June 2023. As this application was submitted prior to that date, any comments from Active Travel England fall outside the statutory remit and are not given weight in the formal assessment.</p> <p>Notwithstanding, the applicant has engaged proactively with Devon County Council Highways throughout the application process, including consultation with their Active Travel team, who have raised no objection to the proposal.</p>	

Sport England	Objection
The development would create a population increase in the area and a loss of a playing pitch, leading to increased demand for football, and local clubs would require additional pitch space to accommodate new players/teams.	
<p>Officer Comment:</p> <p>The land in question is understood to have been used only occasionally and informally, including limited association with the Torquay Reserves Football Club (whose main facility lies to the west of Howton Lane at its junction with Ashburton Road), as well as for other uses such as police dog training.</p> <p>The pitch is privately owned, and there is no record of planning permission having been granted for its formal use as a public playing field. The proposed development includes the provision of a new pitch within the primary school site, which is considered by officers to provide a like-for-like replacement in terms of function and accessibility. In addition, the applicant has committed to delivering a Multi-Use Games Area (MUGA) on the site of the disused sports hall, with detailed design to come forward at reserved matters stage.</p>	

Devon County Council – Archaeology	No objection – subject to condition
Conditions requested relate to a Written Scheme of Investigation	

Devon County Council – Waste Planning	No objection
Subject to development being in accordance with the Waste Audit Statement	

Devon County Council – Waste Management	No objection - subject to contributions
Contributions requested: £115,200 for the outline element of the application and £49,280 for the detailed element	
<p>Officer comment: TDC does not intend to secure the financial contribution requested towards the replacement of the Brunel recycling centre. While DCC has published a strategic evidence base indicating the need for infrastructure investment to meet future demand, this evidence is general in nature and not site specific. The request has not demonstrated that the proposed development would have a direct and identifiable impact on the capacity of the existing recycling facility. Furthermore, the recycling centre serves a broad catchment area beyond the application site, and no detailed assessment has been provided to show how this development alone would trigger the need for new or expanded infrastructure.</p> <p>As such, the contribution is not considered to meet the legal tests under Regulation 122 of the Community Infrastructure Levy Regulations 2010, particularly in relation to necessity, direct relationship to the development, and proportionality. In the absence of a clear, evidence-based justification, the officers does not consider it appropriate or lawful to require the contribution through a Section 106 agreement.</p>	

Biodiversity	Objection
<p>Objection regarding the lack of financial contribution towards cirl bunting mitigation. The contribution was challenged by the applicant on the grounds that it relied on outdated survey data and did not meet the legal tests for planning obligations under Section 106.</p> <p>In response, Teignbridge District Council consulted the RSPB to clarify the evidence base and intended use of the contribution. It was confirmed that no secured strategy currently exists for spending the money, largely due to uncertainties around land acquisition for off-site mitigation. As a result, the contribution cannot be lawfully pursued, as per CIL regulation 122.</p>	

Devon County Council – Minerals	No objection
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Custom/ Self Build	No objection
Subject to compliance with policy WE7 (Delivery of 5% of dwellings to be custom/self-build)	

TDC – Housing Enabling	No objection
Affordable housing provision accepted but the lack of provision of fully adapted units has not been included	
Officer Comment: The Housing Enabling officer has referred to emerging policy expectations with regard to the accessibility and adoptability of units. While the emerging Local Plan 2020–2040 carries some weight, it has not yet been formally adopted. Therefore, the requirements it introduces cannot be enforced as mandatory planning requirements at this stage.	

NHS	No objection
Subject to the delivery of the health and wellbeing building within application 20/00585	

Environmental Control District Officer	No objection – Subject to conditions
Condition requests Construction Environment Management Plan	

Green Infrastructure	Objection
<ul style="list-style-type: none"> - Lack of delivery of Houghton Valley Park - Lack on contribution towards cirl bunting mitigation - GI dominated by SUDs 	
Officer comment: These matters are addressed in the relevant sections of the report; however, to reiterate: The area identified in the Development Framework Plan (DFP) as Houghton Valley Park lies outside the red line boundary of this application and therefore cannot be delivered as part of this submission. With regard to cirl bunting mitigation, the contribution does not meet the legal tests set out under Regulation 122 of the Community Infrastructure Levy (CIL) Regulations and is therefore not being	

pursued. While the green infrastructure network within the site does include above-ground SuDS features, these are essential to ensure compliance with flood risk and drainage requirements.

Listed Building and Conservation	Support
No significant harm identified	

Devon County Council – Public Rights of Way	No objection
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Devon County Council – Health and Wellbeing	No objection
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Devon County Council – Extra Care Housing	No objection
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Devon County Council – Education	No objection – Subject to contribution
<p>Devon County Council has requested a financial contribution totalling £2,546,911 towards education infrastructure, comprising:</p> <ul style="list-style-type: none"> • £633,417 for Special Educational Needs (SEN) provision • £1,575,992 for Primary education • £1,117,502 for Secondary education • £220,000 for Early Years provision 	
<p>Officer comment:</p> <p>While these contributions have been requested from the applicant via a Section 106 agreement, it is important to note that the Development Framework Plan (DFP) for the NA1 allocation area identifies that education infrastructure is to be funded through Community Infrastructure Levy (CIL) receipts, rather than direct developer contributions.</p> <p>Although the application site does not fall within the NA1 allocation boundary, it is functionally related and is being brought forward to contribute towards the overall housing requirement set out in Policy NA1. Teignbridge District Council has confirmed that this site is integral to the delivery of the strategic growth planned for the NA1 area, and that the scale of development is factored into infrastructure planning associated with the wider allocation.</p>	

On this basis, and in line with the DFP and CIL Regulation 123 list the education contribution requested by Devon County Council is proposed to be met through TDC's allocation of CIL funds, rather than being sought directly from the developer through this application.

Environmental Health - Air Quality	No objection
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RSPB	Objection
<p>Objection regarding the lack of financial contribution towards cirl bunting mitigation. The contribution was challenged by the applicant on the grounds that it relied on outdated survey data and did not meet the legal tests for planning obligations under Section 106.</p> <p>In response, Teignbridge District Council consulted the RSPB to clarify the evidence base and intended use of the contribution. It was confirmed that no secured strategy currently exists for spending the money, largely due to uncertainties around land acquisition for off-site mitigation. As a result, the contribution cannot be lawfully pursued, as per CIL regulation 122.</p>	

9. REPRESENTATION:

9.1. A total of 41 representation were made objecting to the proposal over the three rounds of public consultations: 29 following the application submission in 2020, 10 in 2024 on the amended plans and 1 in the final public consultation in 2025. The representations are summarised below:

9.2. Biodiversity and Ecology:

- Loss of important habitats, including hedgerows, ancient trees, and fields supporting protected and priority species (e.g. Cirl Buntings, dormice, bats, barn owls).
- Swift nest boxes and hedgehog highways not included at recommended rates.
- Concerns about biodiversity net gain claims, and habitat fragmentation.
- Impact on South Hams SAC, particularly risks to greater horseshoe bats from traffic collision and habitat loss.
- Calls for independent Ecological Clerk of Works and stronger ecological mitigation.
- Insufficient assessment of cumulative ecological effects.
- Lack of clarity on implementation, monitoring, and enforcement of ecological mitigation.

Officer Response: The application has been accompanied by a comprehensive Environmental Statement, with supporting documents relating to ecological enhancements and protections. Outside of the lack of contribution for cirl bunting, the

biodiversity officer has raised no objections to the proposal and has submitted a Habitat Regulation Assessment to Natural England with a positive outcome. An approval would be subject to a suite of mitigation measures to be secured by planning condition and on balance the biodiversity impacts are considered acceptable.

9.3. Landscape and Character:

- The development is viewed as a major intrusion into the rural landscape, causing urban sprawl and loss of countryside.
- Harm to the setting of Seale Hayne and other listed buildings.
- Loss of landscape separation between Newton Abbot and nearby villages.
- Disruption of long-established greenfield agricultural land and Devon's rural identity.
- Concerns about visual impact of housing on prominent hillsides, loss of tranquillity and natural views.

Officer Response: The site forms part of a strategic allocation in the adopted Local Plan. A Landscape and Visual Impact Assessment has been submitted, which has informed the masterplan which includes substantial landscape buffers, green corridors, and retention of existing landscape features. The proposed green infrastructure network, including Howton Common, will deliver multifunctional open space and help retain a sense of separation and landscape continuity. The Council's Landscape Officer has not objected, subject to implementation of recommended mitigation. While some adverse effects are inevitable with major development, the application is considered acceptable in landscape terms when weighed against the strategic policy context and the constraints the site presents.

9.4. Flood Risk and Drainage:

- Development extends into areas known to flood or act as natural attenuation.
- Inadequate consideration of drainage, especially impact on River Lemon, Holbeam Dam, and surrounding farmland.
- Lack of clarity on emergency drainage and SUDS design.
- Concern about polluted runoff and floodplain development.

Officer Response: The site is predominantly located within Flood Zone 1 and a Flood Risk Assessment has been submitted. The Lead Local Flood Authority and the Environment Agency have reviewed the proposals and confirmed no objection subject to detailed design planning conditions. Sustainable Urban Drainage Systems will be used throughout the site, incorporating attenuation basins, swales and green corridors to ensure no increase in flood risk.

9.5. Highways and Traffic:

- Severe concerns over traffic congestion, particularly on Ashburton Road, A382, Howton Road, and Highweek.
- Fears that the Link Road will not be delivered in a timely manner or at all.

- Unsafe junctions (e.g. Forches Cross), rat-running through rural lanes, and increased vehicle/pedestrian conflict.
- Doubts about effectiveness of sustainable transport measures; cycle lanes reportedly underused.
- Increased construction traffic causing disruption and safety issues.

Officer Response: The proposal includes the early delivery of the next phase of the Link Road, which is a key strategic infrastructure requirement and is supported by DCC Highways. A full Transport Assessment and Travel Plan have been submitted and considered acceptable by the Local Highway Authority. While concerns about congestion are acknowledged, the development provides key improvements to the local network, including junction upgrades, active travel links, and internal road design that promotes walking and cycling and which, in some cases, restrict vehicular use.

9.6. **Infrastructure:**

- Insufficient GP, NHS, education, and social care provision to support increased population.
- Schools already at or over capacity; lack of assurance on delivery of promised primary and secondary schools.
- Past developments (e.g. Hele Park) cited where promised facilities were delayed or not delivered.

Officer Response: The proposal will deliver land for a new school and a new community building which is expected to include a health centre to be occupied by the NHS and Newton Abbot Community Interest Group, offering GP services and community hall space for residents of Houghton Barton. The proposal also seeks to deliver retirement and extra care accommodation within the local centre to ensure these residents have good access to important services.

9.7. **Climate Change:**

- Concerns over carbon emissions from construction and commuting.
- Lack of commitment to sustainable heating, low-carbon design, or renewable energy.
- Development seen as inconsistent with TDC's carbon-neutral targets and 25-Year Environment Plan.
- Requests for solar panels, EV charging points, greywater systems, and sustainable building standards.

Officer Response: The proposal includes a strategy for carbon reduction that requires enhanced building fabric standards and the use of low-carbon technologies such as water source heat pumps which the climate change officer is in support of.

9.8. **Amenity:**

- Loss of tranquillity, increased noise and pollution from construction and traffic.
- Fears about air quality, light pollution, and reduced access to green spaces for recreation and mental health.

- Overbearing proximity of new homes to existing properties; security issues from footpaths next to private boundaries.
- Diminishing public access to countryside and lack of meaningful on-site public open space in some areas.

Officer Response: The Environmental Statement includes assessments of construction and operational impacts on residential amenity, including noise, dust. A Construction Environmental Management Plan will be secured by condition to manage the temporary construction disruption. Layout plans show compliance with design standards for privacy and daylight, with back-to-back distances exceeding 20m. The development also integrates a strong green infrastructure network, providing accessible open space for future and existing residents.

9.9. **Public Consultation**

- Widespread claims of poor or non-existent consultation: residents not notified of events, leaflets not received, and decisions made during COVID-19 restrictions.
- Calls for updated public exhibitions and better engagement with those most affected.
- Feeling of being excluded or unheard, especially long-term homeowners within the red line boundary.
- Too many documents online, difficult to access, and insufficient time to digest and respond.

Officer Response: The applicant has undertaken several rounds of public consultation, including pre-submission events in 2018, online engagement, and statutory consultation. While some residents report not receiving notifications, the Council is satisfied that statutory requirements have been met in accordance with the Statement of Community Involvement. The number and range of representations received demonstrate active public engagement. COVID-related restrictions did impact in-person engagement, but efforts were made to adapt through online methods.

9.10. **Land Use, Agriculture and Food Security**

- Loss of “good to very good” agricultural land, including historically productive farmland.
- Concerns about food security, especially in light of COVID-19 and rising global supply issues.
- Calls for brownfield-first development approach rather than building on greenfield sites.

Officer Response: The application site forms part of the NA1 strategic allocation, which was subject to sustainability appraisal and public examination as part of the adopted Local Plan. While it includes agricultural land, its development has been planned and accepted in principle since 2014. National policy does not preclude development on agricultural land, and the proposal must be considered in the context of delivering housing need and growth sustainably. The loss of agricultural land is weighed against the need for housing and infrastructure delivery and is considered acceptable in planning terms.

9.11. Heritage and Conservation

- Harm to the setting and historic context of Seale Hayne (Grade II), Ingsdon Mill, Houghton Barn, and surrounding heritage assets.
- Loss of historic landscape features and rural hamlet character.
- Inadequate heritage assessment due to lack of site visits during the pandemic.

Officer Response: The Environmental Statement includes assessments regarding Heritage assets. The proposal respects the setting of Seale Hayne, Ingsdon Mill, and other listed buildings, with landscape buffers and sensitive layout proposed. The Council's Conservation Officer has reviewed the submission and raises no objection. The development will result in 'less than substantial harm' and is outweighed by the public benefits of housing and infrastructure delivery.

9.12. Housing and Layout

- Overdevelopment: 900+ homes seen as excessive and unnecessary.
- Housing density increases not justified.
- Lack of affordable housing clarity or delivery mechanisms.
- Concerns about apartment blocks out of character with rural setting.
- Design and layout seen as too dense, urban, and out of keeping with the rural vernacular.

Officer Response: The application is consistent with the scale of development envisaged in the NA1 allocation. Phase 1 provides a mix of 1–4 bed units and complies with density expectations for sustainable urban extensions and as envisioned by the DFP. Affordable housing will be secured through a S.106 agreement. While the inclusion of apartments has raised concern, these form a small proportion of the scheme and contribute to meeting a range of housing needs.

10. TOWN/ PARISH COUNCIL COMMENTS

Islington Parish Council	Objection
<p>The Parish Council has expressed concern over the proposed removal of existing hedgerows and trees, stating a strong preference for their retention and for the development to be designed around these natural features. They feel the current proposals do not reflect the previously agreed masterplan, particularly in relation to the character and design of the house types, which are considered generic.</p> <p>Officer Response: The submitted plans and Environmental Statement have assessed the impact of the development on existing trees and hedgerows, and the layout has been informed by a Green Infrastructure Strategy that seeks to retain and incorporate key landscape features where feasible. While some loss is necessary to facilitate access, drainage, and infrastructure delivery, this is balanced by proposed mitigation through new planting, habitat creation, and landscape buffers.</p> <p>It is acknowledged that the indicative masterplan included in the Development Framework Plan (DFP) cannot be followed in full, as it was prepared without the</p>	

benefit of detailed technical surveys. In particular, it did not identify the full extent of developable land or account for the land required to accommodate drainage infrastructure and flood risk mitigation.

Officers are satisfied house types allow for a locally distinctive development in accordance with adopted planning policy.

Newton Abbot Town Council	No objection in principle
Members emphasise that priority should be given to the installation of the link road before the commencement of development, to ensure adequate access and to minimise disruption to existing residents.	
Officer Response: The link road will be delivered in 2 phases. The first phase of the link road will be delivered as part of phase 1 and the link road will be complete by the 386 th dwelling occupation. This approach is accepted by the Highways Authority and will be secured by s.106 agreement	

Ogwell Parish Council	Objection
Concerns raised about increased traffic on local rural roads and wider environmental impacts. Members highlight the likely rise in air pollution, loss of countryside, and harm to wildlife habitats, and question the compatibility of the development with the District Council's carbon reduction goals.	
Officer Response: The potential impact on local rural roads has been assessed through the submitted Transport Assessment, which has been reviewed by the Highways Authority with no objection, subject to mitigation and delivery of the A382–A383 link road. This strategic route is intended to ease pressure on surrounding lanes and manage traffic growth.	
Environmental impacts, including air quality and habitat loss, have been considered in the Environmental Statement. Mitigation measures commitments are proposed, and the application is supported by an Energy Statement, confirming that the combined measures will achieve a 64.48% reduction in annual carbon emissions and a 38.29% reduction in energy demand compared to Part L1 2021 compliant levels. Officers consider that the proposed approach aligns with the objectives of the Local Plan	

11. COMMUNITY INFRASTRUCTURE LEVY

This development will be liable to make contributions under the Community Infrastructure Levy regulations to provide essential local facilities to support development in the District.

12. ENVIRONMENTAL IMPACT ASSESSMENT

The proposed development constitutes EIA development. Under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulation 2017 it falls under part 10 Infrastructure Projects (b) Urban Development Projects. The applicable threshold for development is works exceeding 1 hectare, or the development includes more than 150 dwellings, or the development exceeds 5 ha.

No screening assessment or scoping reports have been issued by the Council prior to the submission of the application. In determining this planning application, the Local Planning Authority has taken into consideration the Environmental Statement submitted with the planning application and also all of the consultation responses and representations received. This report and any supplementary information sets out our consideration of and conclusions in relation to the likely significant environmental effects of the proposal.

13. HUMAN RIGHTS ACT

The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.