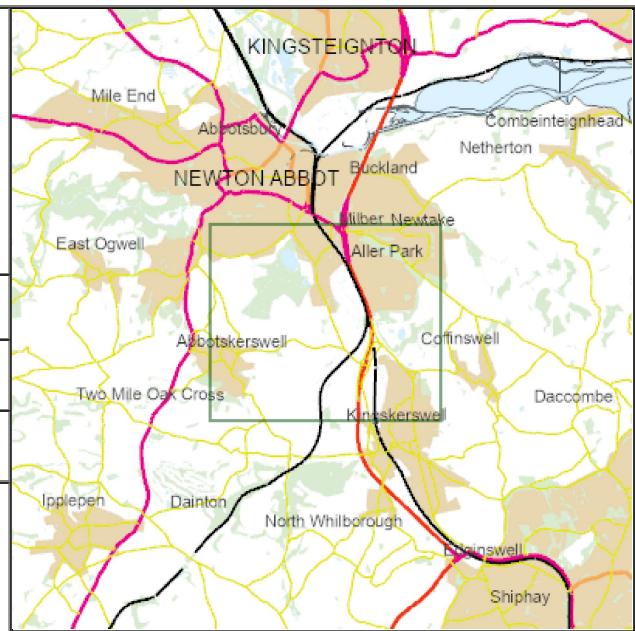


Planning Committee Report

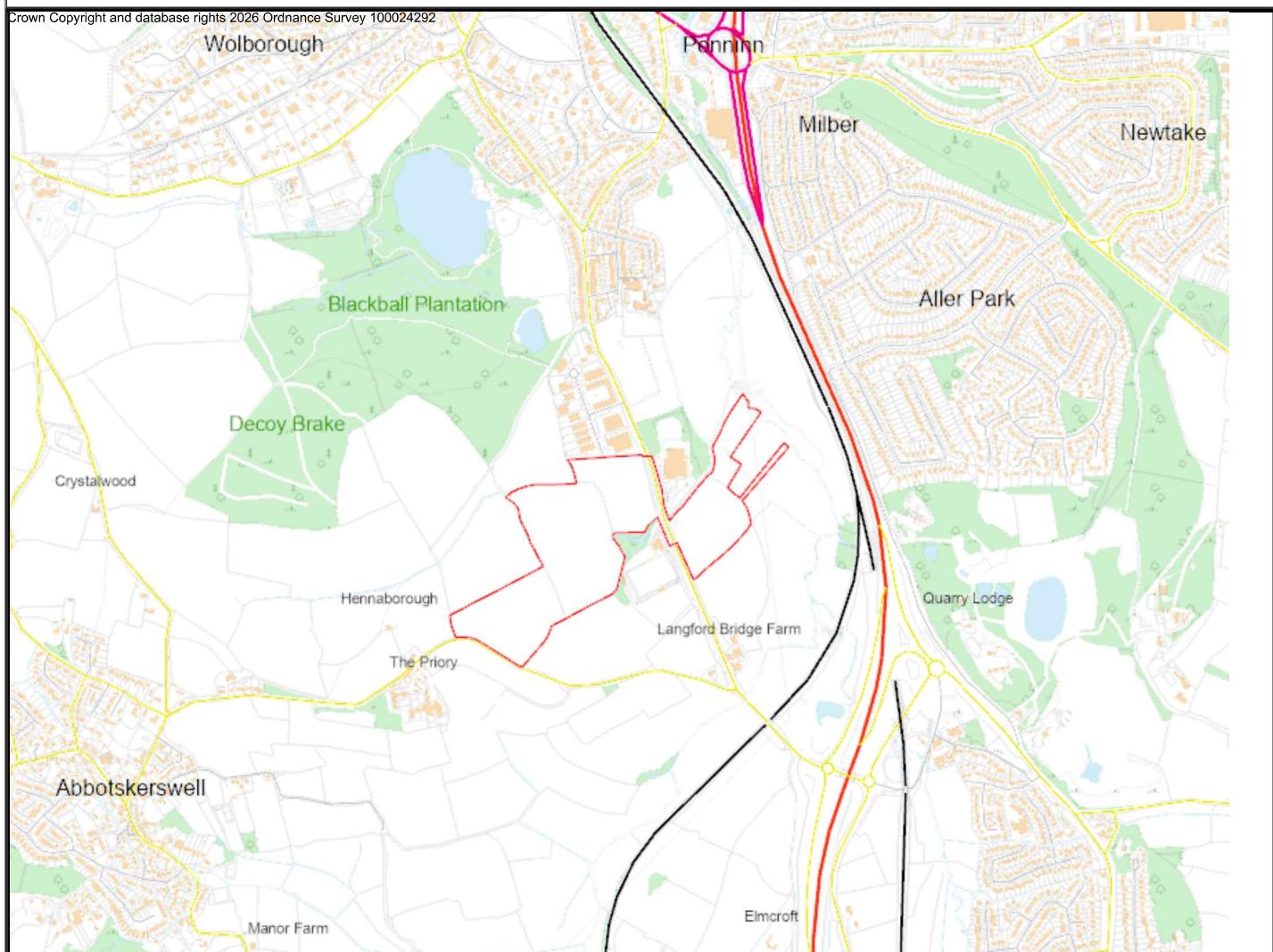
Chair: Cllr Suzanne Sanders

Date	17 February 2026
Case Officer	Dave Kenyon
Location	Langford Bridge Farm Kingskerswell Road Newton Abbot Devon
Proposal	Reserved Matters application (appearance, landscaping, layout and scale) for the construction of highway and drainage (infrastructure phase); pursuant to Outline Planning Permission reference 19/00238/MAJ
Applicant	Mr G Turgoose
Ward	College
Member(s)	Cllr Janet Bradford, Cllr Liam Mullone
Reference	25/00345/MAJ



[Online Details and Documents](#)

RECOMMENDATION: RESERVED MATTERS APPROVAL



1. REASON FOR REPORT

A Ward Member has requested that this 'reserved matters' application is considered by the Planning Committee for reasons relating to drainage and surface water issues and also having regard to undischarged conditions relating to heritage, archaeology, employment land, and biodiversity for this phase.

The Head of Development Management considers that this application for the approval of matters reserved at outline stage merits oversight by the Planning Committee.

2. RECOMMENDATION

RESERVED MATTERS BE GRANTED, subject to the following conditions:

1. Development in accordance with approved plans

Date Received	Drawing/Reference Number	Description
26 Feb 2025	WOLB2/3-1300 REV P1	Site Location Plan
07 Apr 2025	ES23.051 PH4-02.03 REV P1	Primary Infrastructure Highway Sections
19 Aug 2025	ES23.051 03.50 REV P1	Drainage Outfall Plan
03 Nov 2025	ES23.051 SK-03.20 REV P3	Site-Wide Drainage Strategy - Catchment Areas
03 Nov 2025	ES23.051 30.04 REV T1	Adoptable Highway Construction Details - Sheet 4
03 Nov 2025	ES23.051 REV A	SuDS Maintenance Plan
26 Nov 2025	PERSW24830-12B	SUDs Proposals
01 Dec 2025	ES23.051 PL-RMA-02.01 REV P3	Spine Road General Arrangement Plan
01 Dec 2025	ES23.051 PL-RMA-03.00 REV P8	Drainage Strategy Sketch Overall Sheet
01 Dec 2025	ES23.051 PL-RMA-03.01 REV P9	Drainage Strategy Sketch Inset Sheet
01 Dec 2025	ES23.051 PL-RMA-10.02 REV P2	Spine Road Surfacing Plan Sheet 2
01 Dec 2025	ES23.051 PL-RMA-20.01 REV P2	Highway Visibility Plan Sheet 1
01 Dec 2025	ES23.051 PL-RMA-20.02 REV P2	Highway Visibility Plan Sheet 2
01 Dec 2025	ES23.051 PL-RMA-07.02 REV P3	Vehicle Tracking Plan - Refuse
01 Dec 2025	ES23.051 PL-RMA-08.00 REV P3	Impermeable Area Plan

01 Dec 2025	ES23.051 PL-RMA-09.00 REV P3	Overland Flow Flood Exceedance
01 Dec 2025	ES23.051 PL-RMA-10.01 REV P3	Spine Road Surfacing Plan Sheet 1
01 Dec 2025	ES23.051 PL-RMA-07.01 REV P3	Vehicle Tracking Plan - Fire
30 Jan 2026	PERSW24830-11B 2OF2	G.I. Proposals
30 Jan 2026	PERSW24830-11B 1OF2	G.I. Proposals

REASON: To ensure compliance with the approved drawings.

2. Landscaping implementation

Notwithstanding the hard and soft landscaping details shown on Green Infrastructure and SuDS proposals drawings numbered PERSW24830-11B 1of 2, PERSW24830-11B 2 of 2, and PERSW24830-12B, full details of the sizes, locations, specifications and maintenance strategy for the tree pits and rainwater garden annotated on PERSW24830-11B 2of2 shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority and Devon County Council Highway Authority.

In all other respects, the approved hard and soft landscaping scheme shall be carried out strictly in accordance with the approved details submitted on the approved Green Infrastructure and SuDS proposals drawings numbered PERSW24830-11B 1of2, PERSW24830-11B 2of2, and PERSW24830-12B.

All approved hard and soft landscaping, including the SuDS and Green Infrastructure proposals, shall be completed and thereafter managed and maintained in accordance with a timetable of implementation previously approved in writing by the Local Planning Authority.

Thereafter, following substantial completion of the development hereby permitted, all soft landscape works shall be protected, managed and maintained in accordance with the approved details and to a standard in accordance with the relevant recommendations of British standard 4428 1989 Code of Practise for general landscape operations. Soft landscape maintenance details shall include the frequency of site visits and timings of general operations such as plant inspections, weed control, watering, fertiliser application, mulching and grass cutting.

REASON: To ensure the provision, establishment, management and maintenance of landscaping in order to protect the character and appearance of the area; to ensure the well-being of any retained trees and hedges and the continuity of tree cover; and to ensure the environment of the development is improved and enhanced.

3. Replacement planting

If within a period of ten years from the date of implementation and completion of the approved soft landscaping scheme, should any part of the soft landscaping be removed, uprooted or destroyed, or dies, or becomes, in the opinion of the Local Planning Authority seriously

damaged or defective, it shall be replaced by planting as originally approved, unless the Local Planning Authority gives its written approval to any variation. This replacement planting shall be undertaken before the end of the first available planting season (October to March inclusive for bare root plants), following the removal, uprooting, destruction or death of the original trees, hedges or other planting.

REASON: To ensure the provision, establishment, management and maintenance of landscaping in order to protect the character and appearance of the area; to ensure the well-being of any retained trees and hedges and the continuity of tree cover; and to ensure the environment of the development is improved and enhanced.

4. Surface Water Drainage implementation

Prior to commencement of vehicular use of the highway, or such other alternative timeframe as may previously be agreed in writing by the Local Planning Authority, the surface water drainage scheme shall have been carried out and completed in accordance with the details indicated on the approved drawings. Thereafter the approved drainage scheme shall be retained and maintained and kept free from any blockages of silt, mud or other debris preventing the free flow of surface water throughout the approved drainage infrastructure network.

REASON: To ensure the provision and future maintenance of a satisfactory drainage infrastructure scheme to prevent unacceptable overland surface water run-off and flooding of future adjoining residential property, play areas, highway infrastructure and other land uses.

N.B. The conditions attached to the outline permission, and the obligations secured under the S106 legal agreement dated 17th July 2020 remain applicable.

Informative request from the Environment Agency – Environmental Permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in the flood plain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission

Several planning conditions that were attached to the outline planning permission, as applicable to that part of the Langford Bridge site the subject of this current 'reserved matters' application, remain outstanding and undischarged. The following conditions must be discharged prior to the commencement of this infrastructure phase of development, namely:

- Condition 12 - Surface Water Drainage
- Condition 13 – Trees
- Condition 14 - Biodiversity
- Condition 17 – Construction Environmental Management Plan (CEMP): Biodiversity
- Condition 18 – Landscape and Ecological Management Plan (LEMP)
- Condition 20 – Submission of Scheme, Implementation, Verification, Reporting Unexpected Contamination
- Condition 21 - Construction Environmental Management Plan (CEMP): Construction
- Condition 23 - Foul Water

In addition, the following condition must be discharged prior to any installation of external lighting on this phase of the development, namely:

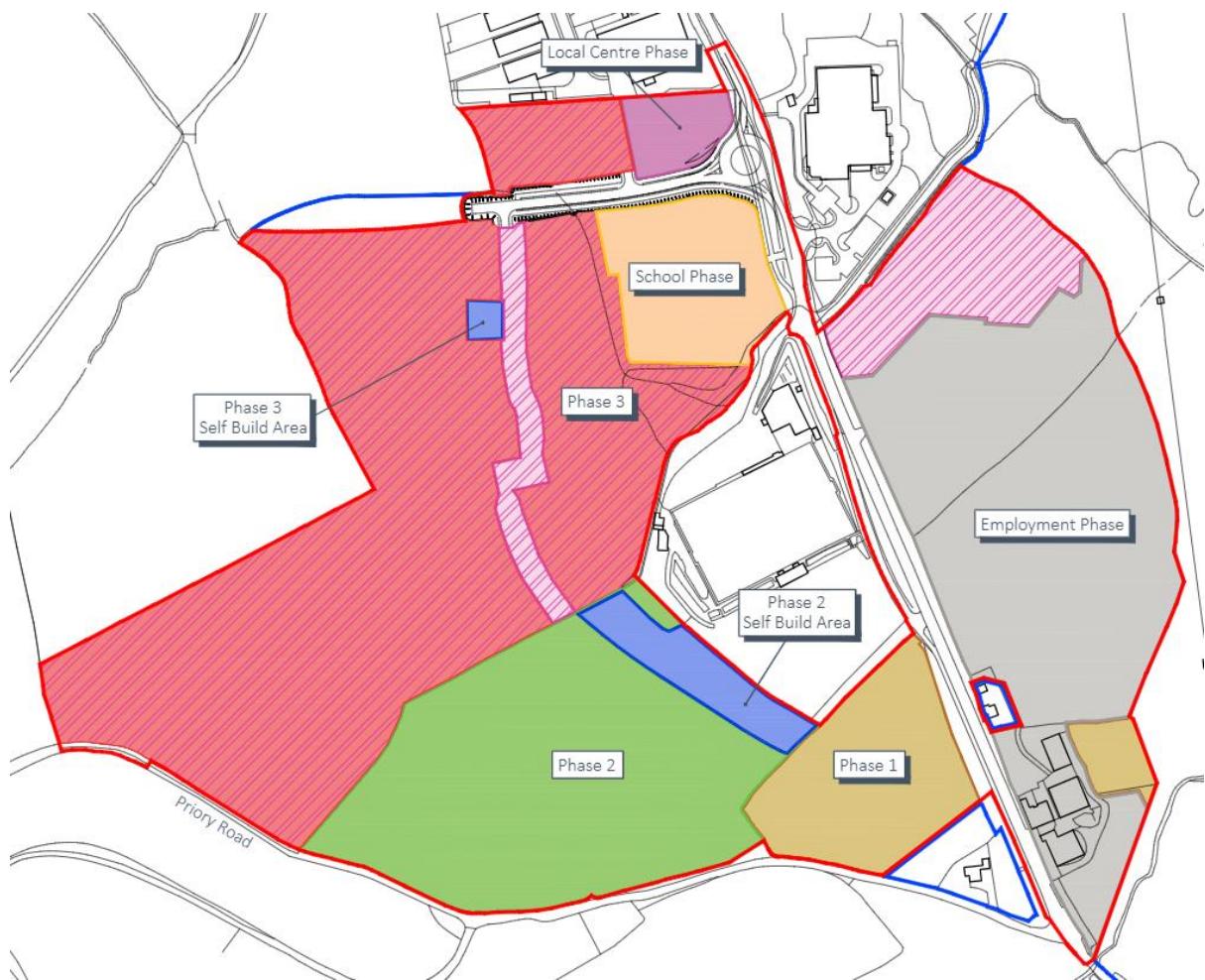
- Condition 16 – Control of External Light Spill to Maintain Dark Areas on Site and in Surrounding Areas – Prior to Installation

3. CONTEXT

3.1 This application seeks the approval of reserved matters for the 'Primary Infrastructure' of the development, required to be submitted following the approval on 24th July 2020 of application reference 19/00238/MAJ ("hereon referred to as the Hybrid Permission") for:

3.2 *Hybrid planning application seeking full planning permission for part link road and vehicular access point to the site from Kingskerswell Road, phased outline planning permission for residential led mixed use development comprising up to 450 dwellings within Use Class C3, a local centre of up to 279 sq metres (GIA) with in Use Classes A1, A2, A3, D1 and D2, up to 22,000 sq metres of employment uses including all B class uses, infrastructure and associated development including demolition or conversion of existing farm buildings. Points of access and part link road submitted in full detail for approval with all other matters reserved.*

3.3 This application seeks approval of the Reserved Matters of appearance, landscaping, layout and scale for the Infrastructure Phase of the development, for the construction of highway and drainage infrastructure as well as wider site levelling. The land identified as the Infrastructure Phase of the development is indicated in the light pink/diagonal red hatching on the extract of the plan below (phasing plan approved under application reference 19/00238/COND15).



Infrastructure Phase

3.4 For clarification, in relation to reserved matters:

3.5 "Access" means the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

3.6 "Appearance" means the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

3.7 "Landscaping" means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out

or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.

3.8 "Layout" means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

3.9 "Scale" means the height, width and length of each building proposed within the development in relation to its surroundings.

3.10 The 'reserved matters' to be considered as part of this current application are Appearance, Landscaping, Layout and Scale. The 'reserved matter' relating to Access to the site has already been approved by virtue of the hybrid application reference 19/00238/FUL, which granted full planning for the vehicular access point to the site from Kingskerswell Road, and the 'reserved matters' approval reference 24/01959/MAJ for 88 dwellings on Phase 2 to the south of the current application site which included the road layout linking the current application site to the Phase 2 approved development (which in turn links to Kingskerswell Road to the east via the Phase 1 development for 40 dwellings (currently under construction) under the 'reserved matters' approval reference 22/01151/MAJ).

4. DESCRIPTION OF THE SITE

4.1 The site is located on the southern side of Newton Abbot, approximately 2km south of Newton Abbot town centre.

4.2 The Infrastructure Phase lies to the west of the Phase 2 development which gains access from Kingskerswell Road to the east. To the north of the Infrastructure Phase is the approved 'Wolborough Link Road' and future residential and Local Centre phases of the development. To the east lies a complex of football pitches and buildings associated with Buckland Athletic Football Club and Priory Road runs along the southern boundary of the site.

5. PLANNING HISTORY

5.1 The key applications relevant to this approval of 'reserved matters' application, together with other approvals pertinent to other phases of the Langford Bridge development, have been itemised in the table below. A full list of related applications is available on the Council's website.

Application No.	Type of Application	Description	Decision
19/00238/MAJ	Hybrid Planning Application	Full planning permission for part link road and vehicular access point to the site from Kingskerswell Road, phased outline planning permission for	Approval with Conditions 24 July 2020

		residential led mixed use development comprising up to 450 dwellings within Use Class C3, a local centre of up to 279 sq metres (GIA) with in Use Classes A1, A2, A3, D1 and D2, up to 22,000 sq metres of employment uses including all B class uses, infrastructure and associated development including demolition or conversion of existing farm buildings. Points of access and part link road submitted in full detail for approval with all other matters reserved.	
19/00238/AMD1	Non-material amendment	Non-material amendment (amend wording of condition 7 on full planning permission 19/00238/MAJ)	Approved 14 December 2022
19/00238/AMD2	Non-material amendment	Non-material amendment (amend wording of condition 6 on full planning permission 19/00238/MAJ)	Approved 13 April 2023
19/00238/COND1	Discharge of Condition	Discharge of condition 8 (CEMP Biodiversity) on full planning permission 19/00238/MAJ	Discharged 20 February 2023
19/00238/COND2	Discharge of Condition	Discharge of conditions 20 (outline permission -Scheme, Implementation, Verification, Reporting Unexpected Contamination) and 10 (full permission - Scheme, Implementation, Verification, Reporting Unexpected Contamination) on planning permission 19/00238/MAJ	Discharged 23 February 2023
19/00238/COND3	Discharge of Condition	Discharge of condition 4 (Link Road Gateway Strategy) on full planning permission 19/00238/MAJ	Discharged 20 June 2023

19/00238/COND4	Discharge of Condition	Discharge of Condition 7 (Design Code) on outline planning permission 19/00238/MAJ	Discharged 02 June 2023
19/00238/COND5	Discharge of Condition	Discharge of condition 10 (Archaeology) on outline planning permission 19/00238/MAJ	Discharged 15 December 2022
19/00238/COND6	Discharge of Condition	Discharge of condition 8 (CEMP) on planning permission 19/00238/MAJ	Discharged 31 May 2023
19/00238/COND7	Discharge of Condition	Discharge of condition 9 (LEMP) on full planning permission 19/00238/MAJ	Discharged 31 May 2023
19/00238/COND8	Discharge of Condition	Discharge of conditions 3 (Surface Water), 5 (Landscaping), 6 (Lighting) & 7 (CEMP: Construction) on full planning permission 19/00238/MAJ	Discharged 18 July 2023 (conditions 3, 5 and 7) Condition 6 not discharged
19/00238/COND9	Discharge of Condition	Discharge of conditions 11 (Air Quality) & 12 (Archaeology) on full planning permission 19/00238/MAJ	Discharged 31 May 2023
19/00238/COND10	Discharge of Condition	Discharge of condition 10 (Remediation Scheme) on full planning permission 19/00238/MAJ	Discharged 05 July 2023
19/00238/COND11	Discharge of Condition	Discharge of conditions 6 (Phasing Plan), 9 (Carbon Reduction), 12 (Surface Water), 14 (Biodiversity), 15 (Bat Roost), 16 (External Lighting), 17 (CEMP: Biodiversity), 21 (CEMP: Construction), 22 (Air Quality) & 23 (Foul Water) on outline planning permission 19/00238/MAJ	Condition 6 discharged 19 December 2023 Conditions 9, 14, 15, 16, 17, 21 & 22 discharged 13 March 2024 Conditions 12 & 23 discharged 28 March 2024

			Condition 21 discharged 25 September 2024 ALL APPLICABLE TO PHASE 1 ONLY
19/00238/COND12	Discharge of Condition	Discharge of condition 10 (Contamination) on full planning permission 19/00238/MAJ	Discharged 05 February 2024
19/00238/COND13	Discharge of Condition	Discharge of condition 18 (LEMP) on outline planning permission 19/00238/MAJ	Discharged 13 March 2024
19/00238/COND14	Discharge of Condition	Discharge of condition 13 (Arboricultural Method Statement) on outline planning permission 19/00238/MAJ	Discharged 21 January 2024 APPLICABLE TO PHASE 1 ONLY
19/00238/COND15	Discharge of Condition	Discharge of condition 6 (Phasing Plan) on outline planning permission 19/00238/MAJ	Discharged 26 February 2025
19/00238/COND16	Discharge of Condition	Discharge of condition 6 (Lighting) on full planning permission 19/00238/MAJ	Pending consideration
19/00238/COND17	Discharge of Condition	Discharge of conditions 13 (Arboricultural Method Statement), 14 (Ecological Mitigation Strategy), 16 (Lighting), 18 (LEMP), & 17 (CEMP) on outline planning permission 19/00238/MAJ	Discharged 03 November 2025 APPLICABLE TO PHASES 2 AND 3 ONLY
19/00238/COND18	Discharge of Condition	Discharge of condition 21 (CEMP: Construction) in respect of Phase 2 on outline planning permission 19/00238/MAJ	Discharged 03 November 2025 APPLICABLE TO PHASE 2 ONLY

19/00238/COND19	Discharge of Condition	Discharge of condition 12 (Surface Water Drainage) on outline planning permission 19/00238/MAJ	Pending consideration
22/01151/MAJ	Reserved Matters	Reserved Matters application for the construction of 40 dwellings including affordable housing, public open space and associated site infrastructure; pursuant to outline planning permission reference 19/00238/MAJ (approval sought for access, appearance, landscaping, layout and scale) – Phase 1	Approval with Conditions 19 December 2023
22/01151/AMD1	Non-material amendment	Non-material amendment (change the handing on the garages at plots 29-31 and swap plot 28 and 29 parking locations) to planning permission 22/01151/MAJ) – Phase 1	Approved 10 May 2024
22/01151/AMD2	Non-material amendment	Non-material amendment (changes to planning layout to planning permission 22/01151/MAJ) – Phase 1	Approved 23 December 2024
22/01151/AMD3	Non-material amendment	Non-material amendment (re-location of bin stores and sheds on affordable properties: 9, 10, 14-16, 34-36 to planning permission 22/01151/MAJ) – Phase 1	Approved 22 May 2025
22/01151/COND1	Discharge of Condition	Discharge of condition 4 (Landscaping) on planning permission 22/01151/MAJ for reserved matters application – Phase 1	Discharged 13 March 2024
22/01151/COND2	Discharge of Condition	Discharge of condition 2 (LAP) on planning permission 22/01151/MAJ for reserved matters application – Phase 1	Discharged 27 March 2024

24/01959/MAJ	Reserved Matters	Reserved Matters application (appearance, landscaping, layout and scale) for the construction of 88 dwellings including 20% affordable housing, landscaping, public open space and associated site infrastructure; pursuant to Outline Planning Permission 19/00238/MAJ.	Approval with conditions 24 October 2025
24/01959/COND1	Discharge of Condition	Discharge of condition 7 (Details of photo voltaic panels) on planning permission 24/01959/MAJ - Reserved Matters application (appearance, landscaping, layout and scale) for the construction of 88 dwellings including 20% affordable housing, landscaping, public open space and associated site infrastructure; pursuant to Outline Planning Permission 19/00238/MAJ.	Pending consideration

6. PLANNING CONSIDERATIONS

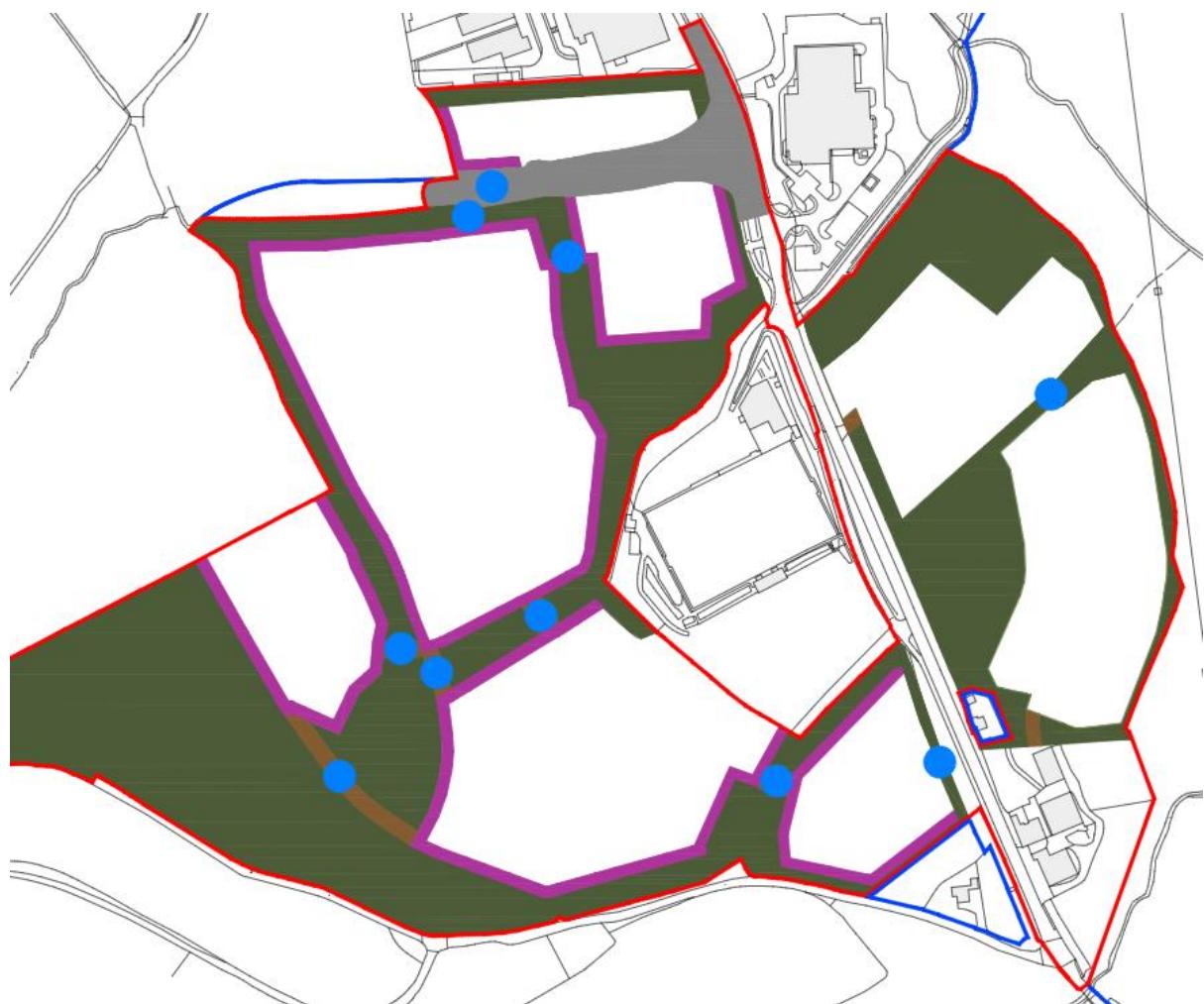
The extent to which the submission accords with the outline part of the hybrid permission (19/00238/MAJ)

- 6.1 This application for 'reserved matters' approval is made pursuant to the hybrid permission referenced 19/00238/MAJ. As such, the extent to which the submission accords with the hybrid permission is a matter to be assessed.
- 6.2 Condition 5 ("Approved Plans") attached to the outline part of the hybrid permission approves four parameter plans which future development is to accord with. These parameter plans cover density, land use, building heights and ecology.
- 6.3 Of relevance to this application for the infrastructure development are the Land Use and Ecological Mitigation parameter plans.
- 6.4 The approved Land Use plan is copied below. The white dotted lines show indicative primary highway routes through developable residential and employment/mixed use land (light brown and purple respectively), proposed highway connections (dark brown) through green infrastructure areas (green), with proposed access points (located as shown by dark blue triangles). The parameter plan indicates the approved part of the Wolborough Link

Road at the northern part of the site (coloured grey) and proposed attenuation features are shown to the east of Kingskerswell Road (light blue).



- 6.5 The parameter plan for land use specifies that the site is to deliver a primary highway route through the site, which is what this application seeks to provide. The primary highway route is accessed in the north from the approved Wolborough Link Road and runs centrally through the site where it joins Kingskerswell Road in the east. Approval has already been granted for the construction of the first two phases of the development which includes a large section of the primary highway route. This application for 'reserved matters' covers the remainder of the primary highway route up to its connection with the approved Wolborough Link Road.
- 6.6 In addition, the Land Use parameter plan confirms the location of Drainage Attenuation Features which also form part of this 'reserved matters' application. In consideration of the Land Use plan, the current 'reserved matters' application is consistent with the parameters set out in the hybrid permission and therefore the submission is considered to accord with the outline part of the hybrid permission.
- 6.7 The approved Ecological Mitigation parameter plan is copied below.



Proposed Green infrastructure - lux levels < 0.5lux or no brighter than existing baseline levels

Proposed highways connections

Road crossing points with sensitive lighting, new tree planting bat 'waiting zones' and raised landforms*

Residential areas where lighting is reduced to a minimum**

* Where feasible / appropriate

**Ecological mitigation measures could include low level lighting, directional lighting, additional street planting.

6.8 This Ecological Mitigation plan shows where sensitive lighting is to be located, at points where the road crosses with a known 'bat flyway'. The design of the road accords with the locations of the highway connections indicated on the parameter plan and a sensitive lighting strategy has been submitted. The applicant has submitted a Shadow Habitats Regulations Assessment covering the findings of landscape and lighting interventions to minimise impact on Greater Horseshoe Bats. Teignbridge District Council has sought comments from external ecological consultants, Burton Reid Associates, which has confirmed that the proposals will not adversely affect the integrity of the South Hams SAC, either alone or in combination with other plans or projects.

6.9 In addition, Natural England has raised no objections to the development proposal, subject to appropriate mitigation being secured. Based on the plans submitted, Natural England considers that the proposed development would unlikely have significant adverse impacts upon designated sites subject to securing mitigation as set out in the HRA attached to the outline consent 19/00238/MAJ and the Habitats Regulation Assessment by Burton Reid Associates (commissioned by TDC).

6.10 The proposal does not incorporate buildings, so the Density and Building Heights parameter plans are not relevant to the determination of this 'reserved matters' application.

6.11 Condition 9 attached to the hybrid permission requires details of the carbon reduction measures, EV charging points and secure cycle storage to be submitted with each 'reserved matters' application that includes buildings. As no buildings are proposed with this current 'reserved matters' application, there is no requirement to satisfy this planning condition.

6.12 Further analysis is provided below in relation to the specific 'reserved matters' being applied for. However, in light of the relationship between the four parameter plans and the approved Masterplan and Design Code, it is considered that the 'reserved matters' application proposals accord with the key principles of the outline part of the hybrid permission.

Layout

6.13 As referred to above, "Layout" is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 as the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

6.14 The proposed layout of the primary infrastructure has been influenced by the site-wide Masterplan and Design Code. This document was approved on 2nd June 2023 under application reference 19/00238/COND4. The specific "Primary Road Codes" within this approved document are relevant to the assessment of this 'reserved matters' application along with "Universal Codes".

6.15 In relation to movement, the proposed pedestrian and cycle routes along the primary road would be direct, functional and safe. The proposed differentiation of surface material for

road crossings of the pedestrian and cycle routes, which are minimal in number, seeks to establish priority for pedestrians and cyclists over vehicles in these scenarios.

- 6.16 The proposed dimensions are a 6 metres wide carriageway, 3 metres wide footway and cycleway and 3 metres wide verge. These dimensions comply with the Design Code specification for a carriageway width of at least 5.5 metres, at least one footway and cycleway of 3 metres width and a verge between 2 metres and 3 metres in width.
- 6.17 The proposal introduces a ‘central square’ which would add visual interest and character to the development. Furthermore, it is likely that this road layout would provide traffic calming through design rather than requiring the addition of unsightly street furniture such as bollards or speed bumps. The proposed square is a positive aspect of the proposed layout that accords with the principles of the approved Masterplan and Design Code document.
- 6.18 The layout has been assessed against its compatibility with the Masterplan and Design Code where the relevant Codes have demonstrably been applied to ensure that the scheme scores highly in design quality. The addition of the ‘central square’ is a positive design intervention as well as a traffic calming measure. An Adoption Plan has been submitted to confirm the extent of highway to be proposed for adoption by the Highway Authority. This has assisted in defining management responsibilities for the lifetime of the development.
- 6.19 The County Highway Authority has raised no objections to the development as proposed.

Appearance and Design

- 6.20 As referred to above, “Appearance” is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 as the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 6.21 From the submitted plans, the proposed scheme would encourage an attractive visual appearance that is consistent with the vision and expectations set out in the approved Masterplan and Design Code. The aim is to ensure that the proposed hard landscaping features would contribute to the visual appearance of the site through changes in material and raised tables. Attention has been given to the design of the ‘square’ feature at the centre of the site which provides the opportunity to create a focal point of the development in subsequent ‘reserved matters’ applications for residential dwellings.
- 6.22 The highway verge is proposed to be tree-lined in accordance with the requirements of the NPPF. The format of the design in terms of carriageway, green verge and footway/cycleway would be consistent with the street character stated within the approved Masterplan and Design Code.

6.23 As such, the design and appearance of the scheme would positively contribute to the character and appearance of Newton Abbot in accordance with TDC Local Plan Policies S2 and NA3; and Policy BHE1 of the Abbotskerswell Neighbourhood Plan.

Landscaping

6.24 As referred to above, “Landscaping” is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 as the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.

6.25 The application submission includes a detailed landscaping scheme and is additionally subject to the control of Outline condition 18 which states that no development shall take place on any phase of the development until a landscape and Ecology Implementation and Management Plan (LEMP) for that phase has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include a timetable for implementation of the landscape and ecology work and details of the management regime.

6.26 The existing key green corridors on the site have been largely retained with breaks only where operationally necessary.

6.27 Planting buffers to provide additional ecological habitat are proposed in appropriate locations.

6.28 As stated previously, the primary road would be tree-lined and would carry forward the character style for the primary road set out in the approved Masterplan and Design Code. In addition, the County Highway Authority has raised no objections.

Scale

6.29 As referred to above, “Scale” is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 as the height, width and length of each building proposed within the development in relation to its surroundings.

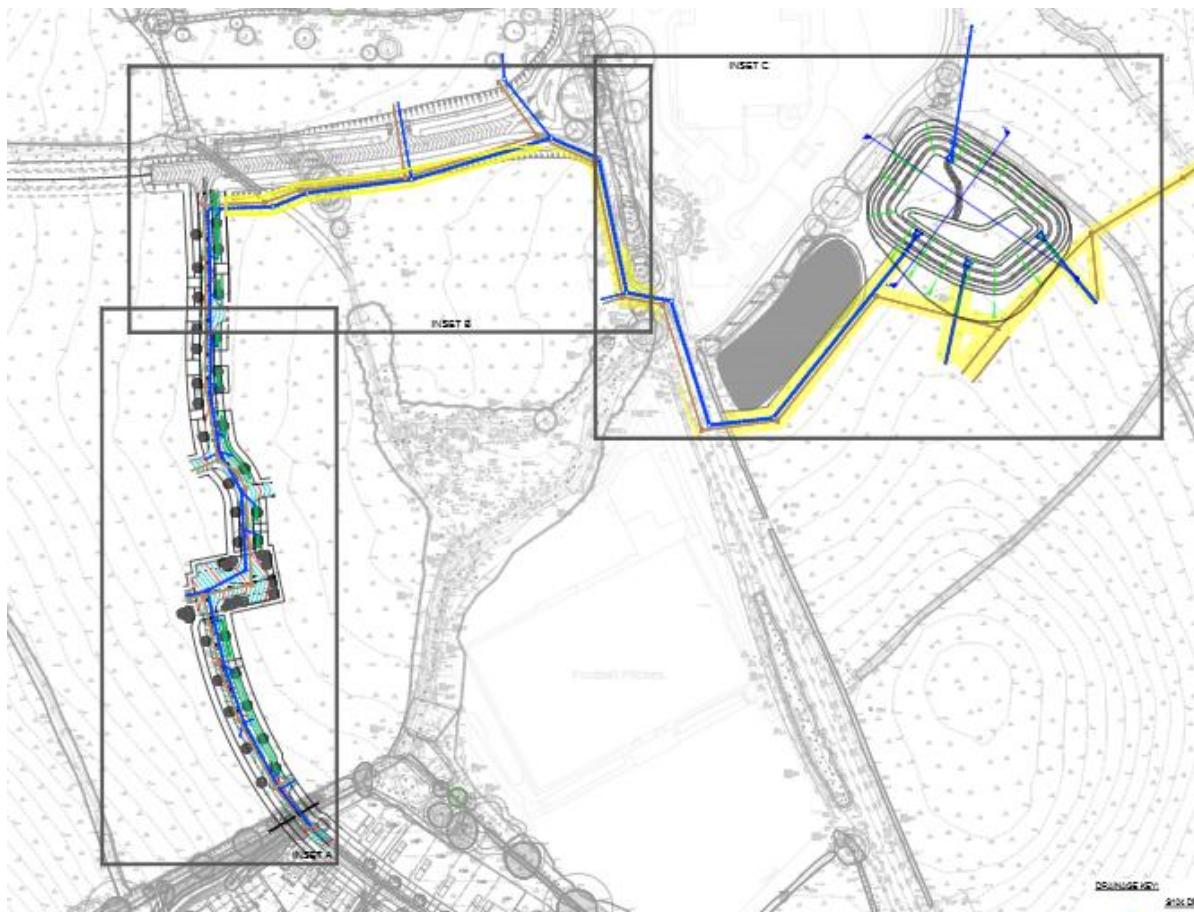
6.30 The scale of the proposed infrastructure is consistent with the approved Masterplan and Design Code in terms of attenuation pond size, carriageway width, verges and footways and cycleways.

Drainage

6.31 Matters pertaining to drainage are among other issues covered by conditions with the hybrid permission that remain appropriate to this development. However, as this is an application for infrastructure, the drainage elements form a key part of the ‘reserved matters’ application and details have been submitted to inform the determination.

6.32 The application proposes a single attenuation pond to the east of Kingskerswell Road and to the north east of the existing smaller attenuation pond that is being constructed in connection with the Access Works subject to detailed approval within the hybrid permission. The extract below indicates this part of the proposal in more detail.

6.33 The attenuation pond has been designed to accommodate surface water drainage for the remaining undeveloped parcels of the site as well as the primary road. This includes much of the Phase 2 development, and all of the remaining phases including the Local Centre, Self-Build Plots and Commercial Land.



6.34 For clarity, the whole of the Phase 1 development (40 dwellings) and a small number of plots within Phase 2 (6 of the approved 88 dwellings plus 2 future self-build plots) are proposed to be serviced by the attenuation basin constructed on the east of Kingskerswell Road at the southern end of the site. The plan below indicates the Phase 1 development and the location of the attenuation basin to serve that phase of the development as well as the small number of dwellings in the approved phase 2 scheme.



6.35 The drainage strategy proposed follows the established principles set out and agreed for the site-wide Masterplan, with minimal changes implemented to work within the constraints inherent to this site. No flooding is evident within the model, with suitable exceedance flow paths available for times of sewer surcharging or blockage. Sub-areas designed to attenuate flows before discharging into the northern basin are proposed in accordance with the Masterplan and Design Code that provides opportunities for treatment and interception losses.

6.36 The Lead Local Flood Authority (LLFA) has confirmed that it holds no 'in-principle' objections to the proposal. Nevertheless, the LLFA has advised that the detailed design of the proposed surface water drainage system will be required for the purposes of discharging condition 12 and this can be determined under a separate application to discharge that condition, rather than under the remit of this current 'reserved matters' application. At this stage, the applicant has demonstrated the size of the basin required to attenuate surface water from their proposed spine road as well as surrounding parcels of land is sufficient, albeit recognising that detailed and technical design will be required under the terms of condition 12.

6.37 In addition, the mechanisms for the long-term management of the basin are required by condition 12 at the relevant time and will be required prior to the commencement of this development.

6.38 The LLFA has also stated a preference for planting in the central square to take the form of rainwater gardens or tree pits so that new planting would not obstruct the proposed exceedance route within the south east of the square.

6.39 For clarity, a rainwater garden is the first stage of filtering surface water on hard surfaces of 'impurities'. The surface water then filters into a piped system. Below is a good description of a rainwater garden.

What is a rainwater garden?

A rainwater garden is a shallow area of ground or dip that collects rainwater runoff from hard surfaces like roofs and driveways. It is designed to manage rainwater runoff by allowing the water to drain into the soil, which helps to reduce the volume of rainwater running off into drains and local water bodies. Rainwater gardens are beneficial for both the environment and the community, as they help to prevent localized flooding, improve water quality, and provide habitat for wildlife. They are a natural and sustainable way to manage stormwater runoff and contribute to the overall health of the ecosystem.



[RHS Gardening](#) +5

6.40 A condition is recommended requiring full details of the sizes, locations, specifications and maintenance strategy for the tree pits and rainwater garden annotated on the submitted drawing no. PERSW24830-11B 2of2 to be submitted to and approved in writing by the Local Planning Authority in consultation with the LLFA and the County Highway Authority.

7. OTHER MATERIAL CONSIDERATIONS

Sustainable Location

7.1 The approval of the hybrid application in 2020 confirmed that the location of the site would constitute sustainable development and, as such, the site is considered well-related to the services and job opportunities within Newton Abbot. This 'reserved matters' proposal for the 'Primary Infrastructure' of the development seeks to integrate further connections to ease pedestrian and cyclist movement into the wider network to access jobs and services.

Environmental Impact

7.2 The environmental impact of the overall development proposal was considered during the determination of the Principal Consent, and several conditions are attached to the Decision Notice which require ongoing compliance. As such, it is concluded that, subject to the controls specified within the relevant planning conditions, the proposal accords with the Development Plan policy and national guidance on biodiversity.

7.3 Submission of a Biodiversity Net Gain Plan, referring to the Biodiversity Net Gain metric,

is not a requirement of this application as the head permission pre-dates the introduction of the Biodiversity Net Gain mandatory requirement.

- 7.4 The site lies within the Landscape Connectivity Zone of the South Hams Special Area of Conservation (SAC), designated in part due to its internationally important population of greater horseshoe bats. The Landscape Connectivity Zone includes a complex network of bat commuting routes used by the SAC population of greater horseshoe bats and provides connectivity between the designated routes. As part of the assessment of these 'reserved matters', attention has had to be given to the design to ensure that no harm to Greater Horseshoe Bats would result.
- 7.5 The development is required to be sensitively designed with regards to lighting to minimise impacts on greater horseshoe bat commuting corridors. Attention has been paid to reducing light spill across the development in areas known as dark corridors and the opportunity to provide enhanced habitat for various biodiversity uses including foraging areas for bats.
- 7.6 For the purposes of the Conservation of Habitats and Species Regulations 2017 (as amended) Teignbridge District Council has consulted the lead Planning and Technical Ecologist of Burton Reid Associates. They are of the stated opinion that the proposals will not adversely affect the integrity of the South Hams SAC, either alone or in combination with other plans or projects.
- 7.7 The Ecological Mitigation Strategy, Lighting Impact Assessment, Arboricultural Method Statement, Construction Environment Management Plan and Landscape and Ecological Management Plan are all subject to conditions on the hybrid permission, ensuring that adherence to these documents is secured. The development shall not commence until these relevant conditions have been addressed.
- 7.8 Natural England has raised no objections. As the Adopting Authority, Teignbridge District Council has made an informed decision on the conclusion of effects on the integrity of the South Hams SAC. Accordingly, for the purposes of the Conservation of Habitats and Species Regulations 2017 (as amended), Teignbridge District Council hereby adopts the conclusion dated 31st July 2025 of the Lead Planning and Technical Ecologist of Burton Reid Associates as its own, and as Competent Authority, is able to conclude that there will be no effect on the integrity of the South Hams Special Area of Conservation (SAC).

Impact on Residential Amenity

- 7.9 The proposed development would have no overriding material adverse impact on any neighbouring residential properties and other adjoining land uses with the intervening distances between sensitive neighbours being a significant distance.

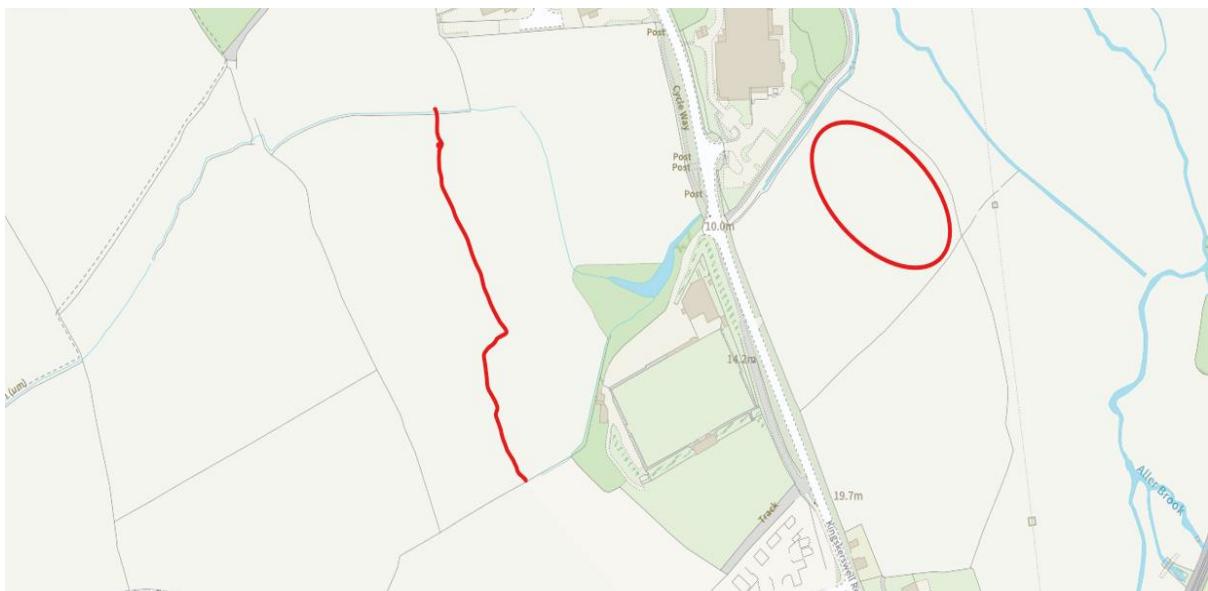
Other Matters

- 7.10 Matters pertaining to ecological mitigation and management, construction management, landscaping and drainage are among other topics covered by conditions within the hybrid permission that remain appropriate to this development. These will be subject to separate

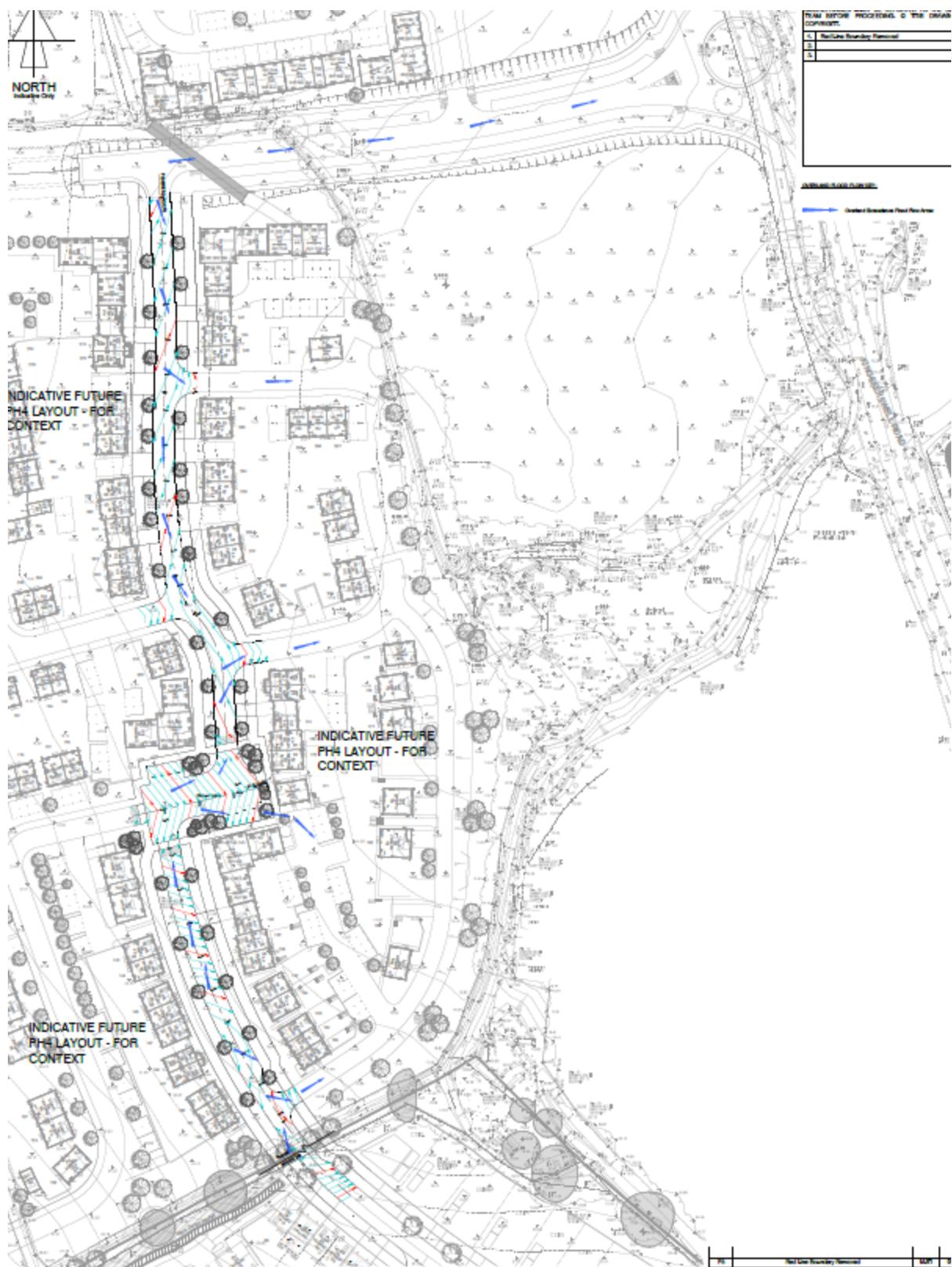
applications and detailed negotiations with Teignbridge District Council, Devon County Council and statutory consultees.

Comments raised during Committee Site Inspection

- 7.11 During the Planning Committee Site Inspection held on 22nd January 2026, several queries were raised by Members for consideration and comment. Some of the issues raised were, however, not directly related to this particular 'reserved matters' application but will be referred to below for completeness.
- 7.12 a) *Location of existing watercourses and means of disposing of surface water discharge to prevent unacceptable flooding of land elsewhere*
The site is bounded by a small watercourse which forms a pond in the woodland north of the football club. The surface water drainage strategy for this infrastructure application does not seek to direct flows to the watercourse. Rather, the surface water system for the application site drains to the east in a large basin east of Kingskerswell Road at greenfield rate. One exception is the previous approved Phase 1 residential scheme and a small part of the approved Phase 2 residential development that discharges to a southern basin east of Kingskerswell Road. Additionally, the LLFA has encouraged a limited surface water flow into the existing watercourse within the development area to ensure that the watercourse does not dry up. Limited flows into the watercourse will arise from the swale by the LEAP to be provided in the Phase 2 part of the development.
- 7.14 The proposed drainage strategy follows the established principles set out and agreed for the site-wide Masterplan, with minimal changes implemented to work within the constraints inherent to the site.
- 7.15 The location of the proposed new road and drainage basin are roughly edged in red on the aerial extract immediately below and, on the extract immediately below that, are the locations of existing watercourses in blue (with the line of the proposed road and drainage basin roughly identified in red for context). These existing watercourses will remain unaffected by the proposals.



7.16 The copy of the plan below indicates, by means of the blue arrows, the direction of flow that surface water would be channelled within the proposed infrastructure scheme. Surface water would be channelled generally in a northerly direction from the Phase 2 development (to the south), diverted in an easterly direction following the route of the approved link road (approved by virtue of the hybrid application reference 19/00238/FUL, which granted full planning for the vehicular access point to the site from Kingskerswell Road) to Kingskersell Road, channelled southwards before directed to the drainage basins to the east of Kingskerswell Road.



7.17 As stated elsewhere in this report, the proposed drainage scheme has been prepared by the applicants in consultation with the LLFA; the latter consultee raising no objections to what is being proposed as part of this 'reserved matters' submission.

7.18 b) *Why has the applicant decided to excavate the land where the approved link road is to be constructed?*

7.19 Whilst this question is not directly of relevance to this ‘reserved matters’ application currently under consideration the applicant, nevertheless, has clarified as follows:

7.20 The Roundabout and Link Road section to the north of the site, known as the ‘Access Works’, were approved in detail upon grant of the head permission (19/00238/MAJ). All pre-commencement conditions have been discharged, and the works have lawfully commenced. The benefit of commencing the works within the site is that the construction of half of the roundabout can be completed prior to the works beginning within the highway (s278 works) resulting in minimal disruption to road users and businesses in the vicinity. This means that while work is being carried out in the highway to complete the roundabout works, an alternative route will be available for vehicles within the completed section of the roundabout meaning that the works can continue under traffic management rather than requiring a full road closure. This will ensure timely completion of the works with the least disruption to residents and businesses.

7.21 This response is considered to be self-explanatory and a clear explanation in response to the query posed.

7.22 c) *Parking of vehicles on the pavement alongside Kingskerswell Road by Decoy Employment Estate.*

7.23 At the request of a Member who was unable to attend the site inspection itself, Members who were present at the site inspection were shown the location where vehicles were obstructing the pavement. This matter is not a material consideration when determining the merits of this current ‘reserved matters’ application. Notwithstanding, categorical assurance has been received from the applicant that none of their contractors have parked on the main road / paths for several months now. Thus, such parking which obstructs the pavements cannot be attributed to the applicants and there is no direct action that the District Council can take to prevent such parking. The matter of pavement parking is a difficult issue as, outside London and Scotland, it is only an advisory item in the Highway Code recommending against it, but not enforceable by the Highway Authority’s Civil Enforcement Officers. There has been talk of the DfT looking to bring the whole country in line with London and Scotland’s rules, but to date nothing has materialised from the Government.

7.24 For the purposes of this current proposal before the Committee for consideration, this particular matter is not a material planning consideration to be taken into account.

8. CONCLUSION

8.1 The provision of a highway route through the site and the creation of a second access off the Wolborough Link Road presents a positive opportunity for the phased delivery of the development. There is currently one access to the residential phases of the development that have been approved, off Kingskerswell Road. The benefit of this ‘reserved matters’

application is that a secondary access would be created off the approved section of the Wolborough Link Road. This presents the prospect of separate accesses for residential and construction vehicles, minimising conflict on the roads, enhancing the safety of residents living at the site and improving residential amenity.

9. CONSIDERATION OF COMMENTS RECEIVED

9.1 A summary of representations are set out below. Any submitted representations in full are in the public domain and can be viewed on the website and should be taken into account prior to any decision being taken.

9.2 Abbotskerswell Parish Council

9.3 Consulted on 11th April 2025. No comments or recommendation received.

9.4 Newton Abbot Town Council

9.5 Consulted on 11th April 2025. Response from Newton Abbot Town Council, following its meeting on 22nd April 2025, that receipt of the application had been noted.

9.6 Third party representations

9.7 No representations, either in support or against the application proposal, have been received from third parties.

9.8 Consultee comments

9.9 A summary of comments along with any actions arising are provided in tabular form below. Full consultation comments are available on the website and should be given due consideration prior to any decision being taken.

Consultee	Date of Comment	Comment	Action
Network Rail	14 April 2025	No objections in principle.	
Historic England	22 April 2025	Historic England provides advice when its engagement can add most value. In this case, Historic England does not wish to offer any advice.	
TDC Waste	23 April 2025	No comments to make as a swept path analysis has been carried out. Construction of road should be sufficient to cope with the regular use by the 26 tonne collection vehicles.	

Police Designing out Crime	28 April 2025	No comments to make.	
Environment Agency	28 April 2025	No objections provided the LLFA confirm the SuDS design is acceptable.	Informative to be added to any approval reminding the applicant that there may be a need to obtain a Flood Risk Activity Permit from the EA before commencing works adjacent to a main river.
TDC Biodiversity	30 April 2025	No objection.	
Lead Local Flood Authority (LLFA)	9 May 2025	Object because the applicant has not submitted sufficient information in order to demonstrate that all aspects of the surface water drainage management plan have been considered.	Meeting held with LLFA to discuss outstanding requirements.
Lead Local Flood Authority (LLFA)	13 November 2025	Objection is withdrawn and LLFA raises no in-principle objections to the planning application at this stage.	Separate 'conditions discharge' application to be submitted to discharge the surface water condition 12.
Lead Local Flood Authority (LLFA)	19 January 2026	Continuing to raise no objections. It would be preferred if planting in the central square took the form of rain gardens or tree pits so that new planting would not obstruct the proposed exceedance route within the south east of the square.	Landscaping condition to be recommended so that such landscaping details can be further considered in consultation with the LLFA and the Highway Authority.
Burton Reid Associates (HRA)	31 July 2025	Proposals will not adversely affect the integrity of the South Hams SAC, either alone or in combination with other plans or projects.	
DCC Highways	1 August 2025	Concern with the 'square' arrangement as it may cause confusion with motorists and would	Meeting held with DCC Highways to discuss improvements to the

		allow for indiscriminate parking.	square.
DCC Highways	22 December 2025	No further comments or objections following receipt of additional information, in particular adjustment to the arrangement of the central 'square' following consultation with DCC Highways.	
Natural England	26 August 2025	No objection subject to appropriate mitigation being secured. Based on the plans submitted, NE considers that the proposed development would unlikely have significant adverse impacts upon designated sites subject to securing mitigation as set out in the HRA attached to the outline consent 19/00238/MAJ and the HRA by Burton Reid Associates (commissioned by TDC).	
Devon & Somerset Fire and Rescue Service		No comments received.	
Devon Wildlife Trust		No comments received.	

10. RELEVANT DEVELOPMENT PLAN POLICIES

Teignbridge Local Plan 2013 – 2033

NA3 Wolborough

S1A Presumption in favour of Sustainable Development

S1 Sustainable Development Criteria

S2 Quality Development

S3 Land for Business, General Industry and Storage and Distribution

S5 Infrastructure

S6 Resilience

S7 Carbon Reduction Plans

S9 Sustainable Transport

S10 Transport Networks

S14 Newton Abbot

WE4 Inclusive Design and Layout

WE11 Green Infrastructure
EN1 Strategic Open Breaks
EN2A Landscape Protection and Enhancement
EN5 Heritage Assets
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

Abbotskerswell Neighbourhood Development Plan 2016-2033

NE1 – Development and the Natural Environment
NE2 - Devon Banks / Hedgerows
NE4 – Local Flooding
PH1: Local Needs Housing/Affordable housing
PH2: Minimising the Impact of Local Plan Allocation

Newton Abbot Neighbourhood Development Plan 2016-2033

NANDP2 – Quality of Design
NANDP3 – Enrichment of the Local Environment
NANDP4 – Provision of Cycle/Walkways
NANDP7 – Masterplanning
NANDP11 – Protection of Heritage Assets

Teignbridge Local Plan 2020-2040 (the Emerging Local Plan)

GP1 Sustainable Development
GP2 Development in Teignbridge
GP3 Settlement Limits and the Countryside
GP7 Infrastructure and Transport Networks
CC4 Sustainable Transport
DW1: Quality Development
DW2: Development Principles
DW3: Design Standards
H4: Inclusive Mix, Design and Layout
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

11. OTHER MATERIAL CONSIDERATIONS

National Planning Policy Framework (December 2024)
National Planning Practice Guidance (2014 onwards)
The National Design Guide (2019)
Building for a Healthy Life (2020)
The National Model Design Code Parts 1 and 2 (2021)

12. COMMUNITY INFRASTRUCTURE LEVY

12.1 The proposed development does not include any buildings that would be liable for CIL.

13. ENVIRONMENTAL IMPACT ASSESSMENT

13.1 In determining the hybrid planning application considered under reference 19/00239/MAJ, the Local Planning Authority took into consideration the Environmental Statement submitted with the planning application and all of the consultation responses and representations received, in accordance with Regulation 3 (4) of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

13.2 The current application, which seeks ‘reserved matters’ approval, is considered in compliance with the outline planning permission for the purposes of EIA.

13.3 The need for a further EIA has therefore been “screened out” for this application as the proposals, with the mitigation secured by the planning conditions and s106 Obligations as detailed within the outline planning permission and the conditions imposed, would not give rise to any significant environmental effects within the meaning of the Environmental Impact Assessment Regulations 2017.

14. BIODIVERSITY NET GAIN (BNG)

14.1 Biodiversity net gain is a legal requirement for planning permissions. Planning applications are required to either provide detailed information proving there will be a biodiversity increase of 10% or explain why they are exempt from doing so. Unless exempt, planning permission is subject to the general Biodiversity Gain Condition (as set out in Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 (as amended)).

14.2 This development is exempt from the general Biodiversity Gain Condition as the outline permission was granted prior to introduction of mandatory Biodiversity Net Gain requirements.

15. HUMAN RIGHTS ACT

15.1 This 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 of 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 interests, the Development Plan and Central Government Guidance.

Ian Perry

Head of Development Management