

08/01/245



May-October 2007

# Land at Mile End, Newton Abbot Environmental Statement

Non-Technical Summary

08/01/245



Environmental Statement Incorporating the Further Information As Requested Under Regulation 19

RPS



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January 2006

# NON-TECHNICAL SUMMARY

## Introduction

This document is the Non-Technical Summary (NTS) of the Environmental Statement (ES) submitted to Teignbridge District Council as part of an outline planning application by RPS on behalf of Persimmon Homes (South West) Limited. The outline planning application with all matters reserved, except for access, proposes the erection of up to 450 dwellings, a Local Centre, 2 new junctions to the north and south of Ashburton Road and Public Open Space.

The proposed development of Mile End, Newton Abbot has been the subject of thorough appraisal and analysis over recent years with discussions with Teignbridge District Council and statutory consultees. This has culminated in the preparation of this planning application, which has been subject to thorough Environmental Impact Assessment (EIA) of the development proposals.

The site is located at the north-west end of Newton Abbot and comprises ~~15.72~~ 15.75 ha of Greenfield land (Figure 1 Rev A). Existing vehicular access is located off Ashburton Road (A383) together with a pedestrian right-of-way from the same road. The site comprises six parcels of land to the north and south of Ashburton Road. The northern parcel is partly bordered by existing residential development and a car sales garage, and a golf course. The southern parcel comprises two fields, and borders residential development off Littlejoy Road.

Following the submission of the Environmental Statement, Teignbridge District Council has requested Further Information in response to the environmental effects arising from the development. In order to ensure a high level of transparency all amendments to the submitted Environmental Statement are in the form of tracked changes.

The ES can be inspected at Teignbridge District Council, Forde House, Brunel Road, Newton Abbot, Devon, TQ12 4XX or copies can be purchased at a cost of £150.00 for a paper copy or £25.00 for a CD from Nicholas Pollock at RPS (Tel: 01454 853000 or email: [nicholas.pollock@rpsgroup.com](mailto:nicholas.pollock@rpsgroup.com)).

## Proposed Development

With the exception of exception of access from the A360 to the northern land parcel, and access from Cherbourne Bridge Road to the southern land parcel, and the establishment of scale and use parameters, the planning application is made in outline with all remaining matters reserved for future determination. Details of the proposed access locations and junction design are included as part of the planning application documentation.

Approval is sought for the Regulatory Plan (Figure 2 [Rev A](#)) to ensure that the mitigation proposals outlined in this Statement are reflected in subsequent Reserved Matters applications.

In summary, the proposed development includes the following elements:

- Residential development – up to 450 dwellings
- Mixed Use Local Centre (A1/A2/A3/D1/D2) – 0.12 ha
- Public Open Space - 6.39 ha

The development will also be guided by the Masterplan strategies in the Design and Access Statement, which has been submitted with the planning application.

In accordance with the EIA Regulations, the applicant considered a number of alternatives for development within the site. These included:

- Alternative land-use mixes;
- Various site layouts;
- A number of different vehicular access proposals including roundabout access proposals; and
- Alternative drainage strategies.

## Planning Policy Context

### Teignbridge District Local Plan First Review

The site at Mile End was identified within Policy HSG1 of the Teignbridge Local Plan First Review to provide 443 dwellings on a site area of 11.8 hectares at a density of 35 dph. The policy also requires:

*“Provision of a primary school, community facility/shop, playing field, a NEAP and retention of tennis courts, through route to/from Ashburton Road, pedestrian and cycle access to Mile End Road, recycling facility; contribution to improved transport links to town centre; safeguard tree belts, hedgerows (within and around the site) and boundary wall; conversion of Daracombe hostel using existing access; compensatory habitat for Cirl buntings; avoid breaching sky line into Lemon Valley to the south, high quality design to create a gateway into Newton Abbot”.*

## Socio-Economic Assessment

The Socio-Economic Assessment considers the effects of the proposed development on social facilities and services in terms of demographic, social and economic changes and the subsequent demand and need for facilities and services.

The proposed development at Mile End will have an estimated population of 1,013 people (based on an assumption of 2.28 persons per dwelling). The key impacts of the proposed development on social facilities and services in Newton Abbot and the surrounding area are summarised below.

### Education

The proposed development would give rise for 112.5 new primary school places, and 67.5 secondary school places. Following consultation with Devon County Council it was confirmed that a new primary school will not be required on site. Instead, a financial contribution will be made to improve existing facilities.

### Health Facilities

The Primary Care Trust considers that GP practices in Newton Abbot have reached capacity and that any significant population growth would require additional infrastructure. The development proposals include land for a doctor's surgery within the Local Centre should a demand arise.

### Recreation and Open Space

The proposed development provides in excess of the required amount of Public Open Space, with the exception of playing fields.

### Housing

At present the housing mix within Bradley ward predominantly comprises owner-occupied dwellings (over 75%). The requirement for 40% affordable housing will increase the proportion of rented and shared ownership dwellings.

### Retail

The future population of the Mile End site would give rise to an increased demand for retail goods. The development proposals include a small local centre fronting Ashburton Road. This centre could include small retail units to provide for day-to-day shopping needs. The site is also located within 2km of an Asda superstore.

### Employment

The proposed Local Centre will provide limited opportunities for employment within the Bradley ward area. The site is not suitable for traditional B-Class employment uses.

### Community Facilities

There are presently only limited community facilities within the Bradley ward. The proposed development includes a local centre adjacent to Ashburton Road, which could include a community hall. The exact details of community facilities will be agreed with Teignbridge Borough Council.

## Transport, Traffic and Movement

The Institute of Environmental Assessment (IEA) guidelines identify a threshold of 30% for environmental impact. The effect on Mile End Road would be about half this threshold. The flows of traffic are limited. Mile End Road and roads through Highweek village have narrow footways but are not heavily used by pedestrians. On this basis the impact is considered minor and to be of minor significance.

The increases in morning peak hour traffic indicate that the development would not give rise to a doubling of traffic flow on any roads, the change suggested as applicable by the IEA for impact on pedestrian amenity. The overall traffic impact on pedestrian amenity is considered to be minor and of minor significance.

The traffic associated with development at Mile End would not have a material impact on public transport accessibility in comparison with conditions with the Council's proposed Northern Option. The impact on public transport accessibility is considered to be minor and to be of minor significance.

Site layout planning will allow a high standard of permeability for pedestrians and cyclists. Dwellings will be within walking and cycling distances of local convenience stores and two primary schools. The site is accessible on foot to the western areas of Newton Abbot and the edge of the town centre, and by cycle to the whole of Newton Abbot. The development will connect to the surrounding footway and cycleway network and provide improved facilities in the local area. A contribution is proposed to off-site cycleway works to the benefit of existing as well as new residents. Overall the impact of the development to pedestrians and cyclists is considered to be minor and to be of minor significance.

The effect of Mile End development traffic ~~compared with the baselines with Northern Option development traffic~~ varies between junctions. Overall, given the function of the town centre junctions, the impact on traffic capacity is considered to be moderate and the significance to be moderate.

The accident records confirm that there are no material existing safety shortcomings on local roads. At locations remote from the site, the change in flows compared with existing traffic flows would be limited and so the effect on safety conditions would also be limited. For this reason, the overall impact on highway safety is considered minor and the significance to be minor.

The increase in construction traffic on the local road network will increase the potential for conflicts with pedestrians and cyclists. The main area of conflict would be at the proposed site access junctions on Ashburton Road. However, there is little pedestrian movement at these locations at present and potential conflict will be low. The Highway Authority can secure conditions on working practices to ensure satisfactory provision of pedestrian and cycle facilities in terms of routes, signage and control. Volumes of construction traffic on the approach road network will be insufficient to have a material effect on bus movements.

## Enhancement and Mitigation Proposals

The proposed development would include provision of a shared footway/cycleway from both parts of the site to Chercombe Valley Road. A TOUCAN crossing would be provided on Ashburton Road in conjunction with this facility. A financial contribution is envisaged proposed towards improvements to the strategic cycle network. The level and type of funding will be subject to agreement with Devon County Council. Details of local pedestrian crossing facilities will also be subject to agreement with the County Council. A proposed shared cycle/footway on the southern side of Ashburton Road to Chercombe Valley would assist links to the strategic network. In conjunction with the shared footway/cycleway this will enable a direct pedestrian/cycle link between the site and the town centre.

A residential Travel Plan has been prepared. Typical measures incorporated include an appropriate level of cycle parking, travel information packs to all new residents and travel information boards where appropriate. The Travel Plan would also include discounted cycle purchase vouchers and discounted bus travel vouchers and would be implemented by a Travel Plan Co-ordinator.

A new direct bus service to the town centre with a 20 minute frequency during the daytime will provide mitigation for the effect of development traffic. The construction contract will incorporate a Traffic Management Plan to be agreed with the Highway Authority to limit impact of construction traffic on surrounding residential areas.

## Ecology

There are no sites with statutory or non-statutory nature conservation designations that are considered likely to be affected by the proposed development. Potential effects to nearby designated sites are not considered likely, owing to the distances involved.

Loss of trees and connectivity of the hedgerows on site will require mitigation. No other significant impacts to habitats on site are predicted. There is also the potential to affect badgers, bats and breeding birds during the construction phase.

Appropriate measures during construction will prevent damage to protected species and habitats. Mitigation for loss of existing vegetation and opportunities for wildlife is in the form of a landscape strategy based on ecological principles. Existing hedgerows across the site functioning as wildlife corridors will be retained and buffers alongside the hedgerows created. Linkages to off-site habitats will be retained. Additional waterbodies will be created which will increase the biodiversity within the site. The habitats retained and created, as part of the proposed development, will be managed in accordance with ecological principles to compensate for any potential effects and to maximise wildlife potential.

## Hydrology and Drainage

Two watercourses pass through the Greenfield site and drain it. They combine on the northern boundary and discharge into a 225mm diameter culvert, which is laid underneath the adjoining Hele Park Golf course. The site falls within the catchment of the Blatchford Brook, which discharges into the River Teign.

A Flood Risk Assessment has been carried out in accordance with guidance contained in PPS25, which concludes that the site is at low probability of flooding from river, sea or groundwater. It also concludes that the surface water management plan proposed in the application will ensure that flood risk to the development site and to properties downstream will not be increased.

The surface water management plan is to restrict surface water drainage run-off from the site so that flows are not increased above greenfield flows. This will be achieved by using the existing undersized downstream culvert to control discharges from the site. Hard surfaces will be created on the site (roofs, roads, drives etc), which will increase the peak drainage run-off flows. These flows will be reduced at source as much as practical by use of permeable surfacing materials, water butts, and drainage to landscaped areas. However it will be necessary to temporarily store water on the site during storm conditions. This will be achieved by providing storage in 3 balancing ponds, together with oversized pipes and other sewerage infrastructure.

Foul flows generated by the site will be collected in a new pumping station located at the low point of the site. From here flows will be pumped up into the existing public combined sewer which runs under Mile End Road.

No major adverse or beneficial impacts have been identified. A residual moderate-adverse impact has been identified relating to a permanent energy demand to run the proposed foul pumping station.

## Air Quality

There are currently exceedences of the annual mean nitrogen dioxide objective on a number of roads within Newton Abbot. However, modeling for 2016 has shown that nitrogen dioxide concentrations will be lower than the objective either with or without the development in place.

Predicted concentrations of nitrogen dioxide and PM10 show that impacts from the proposed development are considered as neutral. The maximum increase in NO2 concentration resulting from the development is only 2-2.1.7  $\mu\text{g}/\text{m}^3$ , which is considered as insignificant. but reductions of up to 1.6  $\mu\text{g}/\text{m}^3$  are also predicted for other areas, thus resulting in beneficial impacts.

PM10 concentrations remain well below both the annual mean and daily objectives for all scenarios assessed. The maximum increase in PM10 concentration as a result of the development is only 0.040.03  $\mu\text{g}/\text{m}^3$ , which is also considered as insignificant.

The 2016 "base + committed + development" scenario creates minor beneficial air quality impacts for Ashburton Road, Halcyon Road, East Street, Queen Street and Torquay Road.

Dust impacts associated with the construction phase and ground remodelling works have been considered as temporary and minor adverse. Air quality monitoring at neighbouring sensitive receptors may be required during the construction programme in order to ensure dust impacts are effectively managed and mitigated against.



## Landscape and Visual Impact

The proposed development allows the distinctive natural features of the site, namely the important mature tree and hedgerow vegetation, to be largely retained. In addition, the local topography of the site and its surroundings has been respected through careful design of the form and massing of development.

### Landscape Character

Despite the loss of trees and hedges being minimised wherever possible, the character of the site itself, would experience minor to moderate adverse impacts as a result of construction activities on the site and following completion resulting from extensive planting proposals and open space provision.

Disruption during construction would result in minor adverse impacts on the adjacent character areas of the Hele Park Golf Course and negligible to minor adverse impacts to Newton Abbot. However, following completion of the development, impacts on the Hele Park Golf Course would reduce to negligible to minor adverse, whilst impacts on the character of Newton Abbot would remain negligible to minor beneficial.

### Visual Amenity

Views from local roads immediately adjacent to the Site, such as from Howton Road and Littlejoy Road, would experience moderate adverse impacts during construction. These impacts would reduce to minor to moderate adverse following completion of the built form, when seen in context with the nearby built form of Newton Abbot. Further reduction to minor adverse impacts at Year 15 would result from growth of proposed planting.

From further away, along Howton Road, impacts during the construction phase would be minor to moderate adverse, reducing to minor adverse following completion and at Year 15, when the development would be partially screened by intervening vegetation. In more distant views, such as from those lanes within the agricultural land to the northwest of the Site, minor adverse impacts would result from construction activity and following completion, reducing to negligible impacts at Year 15.

Views available from Ashburton Road would experience minor adverse impacts during construction. However, following completion the context of Mile End these views would benefit from the creation of a new "gateway" on entering Newton Abbot, resulting in minor adverse impacts, becoming minor beneficial following maturation of the proposed planting at Year 15. Impacts on Hele Park Golf Course would be negligible to minor adverse in the long term following growth of vegetation beside the proposed access road.

Significant disturbance would result to views from properties adjoining the site along Ashburton Road. During construction, impacts are expected to be high adverse, reducing to moderate to high adverse following completion of the built form. Despite the growth of proposed planting within the buffer to the edge of the site, long distance views would remain foreshortened, resulting in residual moderate adverse impacts at Year 15.

## Archaeology

The Archaeology chapter assesses the impact of the proposed development on archaeological remains and cultural heritage resources.

Archaeological remains identified within the site are restricted to two earthwork mounds of a wider group of six. These have previously been identified as possible Bronze Age burial mounds, although they could also be the remains of bell pits created as a result of post-medieval mining. These mounds have been significantly truncated by ploughing for arable cultivation, such that only one, in the south west corner, still survives as an above ground feature. No other archaeological remains are recorded within the site and none were inferred as a result of the desk-based study.

The previously identified archaeological remains within the site have been evaluated for their archaeological potential through a geophysical survey. Additional subsurface archaeological remains identified through the geophysical survey were limited to post medieval field boundaries, which are otherwise recorded on historic maps, as well as anomalous iron spikes, which are unlikely to be archaeologically significant.

Survey of the mound located in the south west corner of the site has not provided sufficient evidence to demonstrate what its date or function may have been. However, this mound would be preserved in an area of Public Open Space and the development would therefore have a negligible impact on it, with the potential for a minor beneficial impact if a suitable management strategy is implemented to ensure its long term preservation and interpretation.

Disturbance of any surviving remains of a second mound, as a result of the proposed development, would be mitigated through a programme of archaeological investigation and recording. Disturbance of any previously unidentified archaeological remains, which would be expected to be of no more than local importance, would be mitigated through a basic programme of archaeological investigation and recording in the wider site area. Given the implementation of these mitigation works, the proposed development would have no worse than a negligible residual impact on archaeological remains.

Of six Listed Buildings within the vicinity of the site, only two are sufficiently close to it to be indirectly affected by the proposed development through changes to their settings. However, the assessment has shown that the proposed development is unlikely to have a significant impact on the setting of either Listed Building. The overall impact of the proposed development to built heritage resources would rate as negligible.

The hedgerows that define the key boundaries would be considered important under the revised archaeological and historic criteria of the hedgerows regulations 1997. The Regulatory Plan makes provision for the retention of the key historic hedgerows within the site. Loss of short stretches of historically important hedgerow for provision of highways access would rate as a negligible impact to the historic environment.

## Services and Infrastructure

The Services and Infrastructure chapter considers the normal piped and cable services associated with land development, with the exception of surface water drainage.

South West Water (SWW) has confirmed that a point of water supply is available approximately 1000m east of the site. Whilst no off-site reinforcement of their infrastructure is expected to be necessary, the off-site works involved to make the connection will require significant roadworks in Ashburton Road. The connecting water main is likely to be requisitioned from SWW, and off-site trenching work is likely to be necessary to install it. The design of the main and its alignment would be decided by SWW.

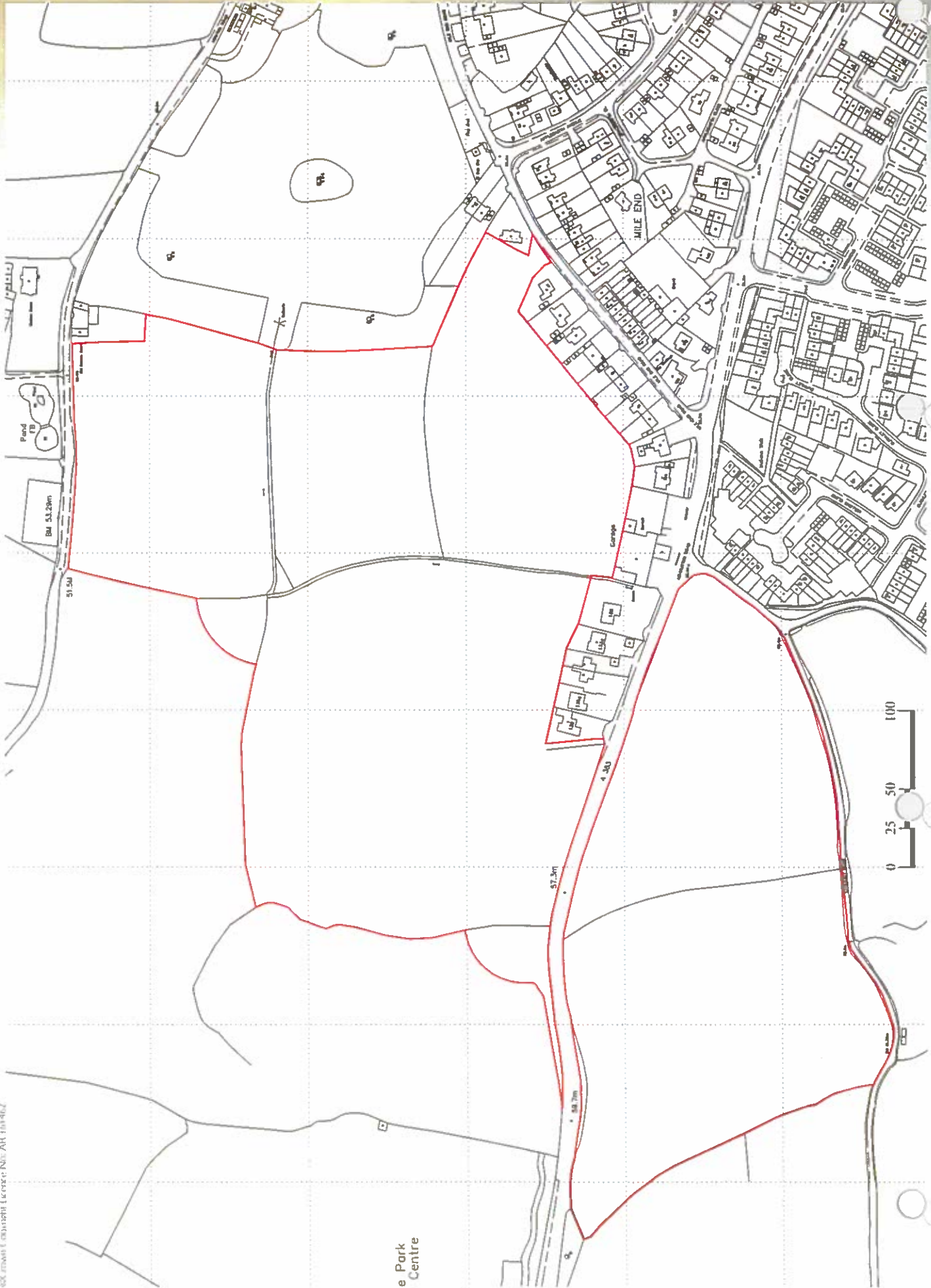
Transco has confirmed that the local gas service has capacity to serve the development. Connections are expected to be made via new mains laid from the existing network along existing and/or proposed highway corridors. No off-site reinforcement of the existing gas infrastructure is anticipated. The existing High Pressure main which clips the western corner of the southern parcel of the site will be located within an area of open space and located in excess of 100m from the nearest proposed dwelling. The existing ground profile and arrangement within the easement of the main is not proposed to be altered in any way.

Western Power Distribution (WPD) has indicated that their existing 11kV network will have sufficient spare capacity to supply the development site with electricity, and that consequently no off-site reinforcement works will be necessary.

British Telecom is the only telecom service provider in the area, and they have underground and overhead lines located close to Ashburton Road on the southern parcel of the site. They have advised that they foresee no difficulties in supplying the site.

A new adoptable Foul Drainage pumping station is proposed close to the low point on the site. From here foul drainage flows will be pumped into the existing foul public sewer in Mile End Road. Sewers and drains will be constructed using materials complying with current European standards and can be assumed to be sealed against infiltration or exfiltration of flows into the local soils.

Red Line Boundary: Figure 1 **Rev A**





**Legend**

- Site boundary
- Building lines
- Up to 3 storeys (12m)
- Predominantly 2 storeys (9m)
- LEAP
- Storm water balancing ponds
- Open space
- Squares
- Footpaths
- Existing routes
- Emergency access route
- Proposed main route
- Proposed homezone
- Proposed access streets
- Traffic calming measure
- Existing vegetation to be retained
- Proposed vegetation

**Regulatory Plan**  
 Mile End Newton Abbot  
 Jon Rowland Urban Design  
 October 2007