

## Design and Access Statement

### Outline planning application for up to 20 custom build Homes and means of access

A high quality Custom Build Home development, which will pilot an innovative approach to delivery of low cost housing, and safeguard land for the new main road connecting through Houghton Barton.

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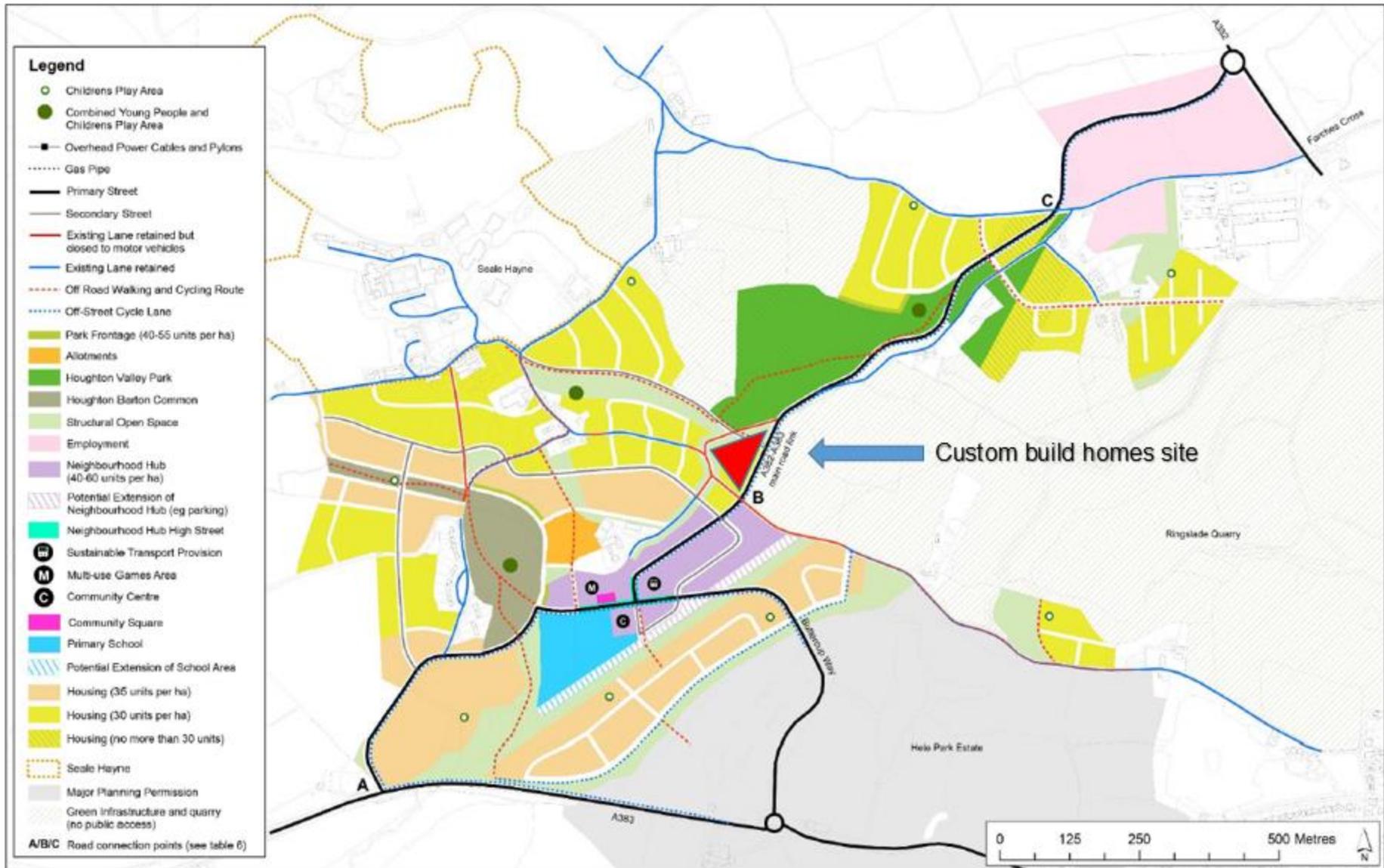
## Context

The adopted Teignbridge Local Plan 2013 – 2033 allocates 160 hectares of land for an urban extension at Houghton Barton to the west of Newton Abbot. This area, encompassing higher density and lower density built areas, as well as parks and other green infrastructure, stretches from the A383 Ashburton Road to the A382 Bovey Tracey Road. It will create a new neighbourhood on the north-western edge of Newton Abbot, which will include a new primary school, community hub, c1800 new homes, green spaces and a new main road linking the A382 (Bovey Road) to the A383 Ashburton Road (see plan below).

The NA1 Houghton Barton allocation has already seen 650 homes permitted of which 350 homes have started or been completed, at the Hele Park area of Ashburton Road.

This proposed Custom Build Starter Homes development will deliver two key outcomes of significant benefit to the residents of Teignbridge. The development will provide custom build starter homes, a new type of emerging ‘affordable housing’ product, which will be available at 20% below market value, and which can be custom designed by the occupant. This particular type of development is expected to be a national showcase.

The development will also enable the provision of land to be used for the new link road from the A382 to the A383. This link road will principally be the key arterial route for the Houghton Barton urban extension, and will also provide an alternative route for people to travel across Newton Abbot with fewer unnecessary commuter journeys into the centre of town. It will also provide access to key new local facilities including the new primary school. By providing this land for the link road, this route will also reduce the construction cost of the road and minimise its landscape impacts.



## The site

The site sits in the centre of the NA1 Houghton Barton allocation, on the boundary between the land allocated as mixed use development and the green infrastructure (including the land identified for the Houghton Valley Park). The whole site itself is an area of 0.88 hectares, and currently consists of a grass field in agricultural use. The development is identified in the Houghton Barton Supplementary Planning Document as infill between the Local Plan allocation and the route of the new road.

The site is bounded by intensively managed flayed hedgerows to the north and south, with the remaining field to the south-east. To the north lies Perry Lane and to the south is Howton Road. Both are single track lanes.

The site has no distinguishing features, other than views of Seale Hayne to the west, the Highweek area of Newton Abbot and the Teign Estuary to the east. The Hele Park and Mile End developments can be clearly seen, being constructed about 600m to the south.

The site currently has three main access roads;

- Access from the north-east is along Perry Lane, a distance of 0.8 miles from Forches Cross on the A382. In the future this road will be replaced by the new Houghton Avenue which will link directly to the A382.
- Access from the south-west is along Howton Lane, a distance of 0.7 miles from the main Seale Hayne turning on the A383 Ashburton Road. As part of this proposal passing bays will be added to the short section of road from the Hamlet of Houghton to the site;
- Access from the south-east is along Howton Road, a distance of 0.9 miles from Mile End road in Highweek. This lane is narrow with limited passing places. At the end of the lane there is a junction onto Mile End Road with poor visibility. In order to prevent further traffic along this lane, it is proposed that the lane is blocked to vehicular traffic with a bollard. As a result the lane will be a safer walking and cycling route directly into Newton Abbot.

The main ecological consideration for the site is the recorded presence of greater horseshoe bats. The detailed design and layout of the development will have to pay special regard to the hedgerows which are used by the bats. It is likely a buffer will be required, as well as limited external lighting or additional hedging, to ensure the habitat remains viable. The full results of the ecological reports will provide the necessary guidance to inform the design on this matter.

## Vision

The proposal seeks to create a new residential community with a distinctive sense of place. Several features have been incorporated to give the scheme a 'rural' farmstead feel which sits comfortably in its surroundings and maximises on the sites spectacular views of the Teign estuary and Teignmouth beyond.

The shape of the site gives rise to a distinctive triangular scheme. The scheme has been designed to read as a 'walled rural farmstead' which appears on the hilltop as it is approached along the new bypass. A substantial wall to the east elevation will provide the primary facade of the development. Feature landmark plots on each corner identify key vantage points and 'anchor' the development into the landscape when approached from the north east and south west. A natural stone wall connecting structure encompasses the development to create a strong sense of privacy and enclosure. This also helps to enhance the community feel amongst residents.

A narrow entrance into the heart of the development will maintain a semi private, rural farmstead feel and will dissuade non residents from entering beyond. A Landscaped buffer zone endorses the rural feel to the scheme. Native plant species found on and around the site will be enhanced to maintain biodiversity and a rural feel.



## Design and access principles

This outline application is seeking permission for the principal of up to 20 custom build homes, and the means of access. The following matters set out the approach to be taken.

High level principles: The development will look to deliver a scheme of high quality homes, providing housing for young families.

The scheme will be designed to ensure it respects the landscape and ecological characteristics of the site. In particular the prominent location of the land within the landscape and the greater horse bat flyway.

The proposed development will be part of the Houghton Barton urban extension. The urban extension will include a mix of uses including a new primary school, employment land, some limited retail and a new community centre incorporating space for health services. Once this urban extension is built, the site will be in a sustainable location, allowing residents to walk and cycle to the nearby facilities.

The closure of Howton Road as a through route to vehicular traffic will also create a safe walking and cycling route into Highweek, including the secondary schools (1.6 miles) and the town centre beyond (2 miles).



Image credits: *Living Villages Trust; Still Imaging; Pinterest*

Access Road: Discussions with the County Highways Officers has resulted in agreement that the means of access will be secured via a new junction off Howton Road, from the point of the existing field gate. This access point is considered suitable for the likely number of vehicles and minimises the amount of hedgerow loss.

Three new vehicles passing places are proposed along Howton Road. These will allow easier traffic movements along the narrowest section of highway, between the site access and Houghton to the west.

Car parking provision: Before the urban extension is delivered, there will clearly be a number of years when the development is largely car dependant. It is therefore the intension for the site design to recognise the need to provide sufficient car parking for residents, at an average of no less than 2 spaces per dwelling, plus visitor car parking. The illustrative layout demonstrates the ability of the site to accommodate the necessary car parking levels.

Play and recreation space: The site will provide homes for families, many of whom may have children. The development must be considered in the context of the NA1 allocation which is set to provide a range of play facilities for older and younger children, including 3 large combined children's and young people's play areas within a short distance of just 250 – 400m of the site. A new country park will also be located immediately north-east of the site. The site will provide S106 contributions towards play space within the NA1 allocation, subject to viability.

The strategy for delivering play is based on taking opportunities within the biodiversity buffer zones and SUDS ponds to create linear 'play-on-the-way' features. This may be informal or more natural play in order to maintain the purpose of the buffer zones. Proposals will be worked up within the reserved matter planning application.



## Description of proposed development

The development site is under 0.9 hectares. Half of this will not be developed in order to maintain the continuity of the buffer zones around the hedgerows. These 10m wide green spaces wrap around the site and form a key opportunity and constraint.

The proposed development of up to 20 custom build homes is likely to be developed in a block with homes facing onto the green space, to provide natural surveillance and ensuring a feeling of safety. This approach also fits with the future context of an urban extension.

The buildings will seek to reflect the semi-rural character of the area, possibly with some element of irregular building patterns, larger anchoring block on the corners, and use of a strong stone wall along the south east boundary facing the new main road. Buildings are likely to be 2 or 2.5 storeys high, with the potential for slightly larger barn-like blocks on the corners. The proposed palette of materials and colours in the Design Code reflect this

character, and the illustrative design has been developed in view of the emerging TDC Design Guide, which is available on the Council's website.

Vehicles will be forced to slow down upon entry to the site, with a further pinch point for vehicles entering into the parking court. Each dwelling will have 2 car parking spaces (either on or off plot) and all the homes will have generous size private rear gardens, as well as bin and cycle storage. A turning area for waste vehicles and delivery drivers, in the form of an area of public realm or square, will allow access and provide visitor parking.

An illustrative layout plan is attached. The internal layout of roads and plots is illustrative, but likely to be similar in the final scheme, as it is guided by the need to ensure the Greater Horseshoe Bat flyway is safeguarded (following the hedgerows).

## Green Infrastructure

The Houghton Barton NA1 development framework plan sets out the Council's expectation for the Green Infrastructure network within the urban extension. This includes the provision of a valley park adjacent to the site, and structural open space within the site and leading up to Seale Hayne. To the west of the site the existing fields will remain as fields in agricultural use.

Residents of the Houghton Barton urban extension will be able to walk from the main development along green infrastructure corridors running from Seale Hayne and from the Hub location.

The green infrastructure corridors will pass through the proposed Howton Field site in the form of 10m wide green corridors following the hedgerow line. This network of green space will provide not only a space for informal play and movement through the site, but will also safeguard a green corridor including the hedgerow for the bats and other species which use the corridor.

The green corridor could link into the Houghton Valley Park, which will provide a large area of natural open space.

In the north-east of the site, there is likely be an area of green space including 306m<sup>3</sup> of SUDS ponds or swales to manage water run-off. These will manage surface water run-off, provide additional habitats to improve the biodiversity of the site, and create play space.

In conclusion, the site will contribute to the provision of a robust green infrastructure network, which will promote walking and cycling, natural open and play space, and maintain habitats for existing species which use the hedgerows.

# Illustrative site layout plan

