ENVIRONMENTAL STATEMENT

VOLUME 1

NON-TECHNICAL SUMMARY

WOLBOROUGH BARTON, NEWTON ABBOT

PREPARED FOR

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1.0 EIA Process and Introduction

1.1 EIA Process

1.2.1 Environmental Impact Assessment (EIA) is a process designed to identify, consider and report the likely significant environmental effects of a development proposal; the findings of which are reported in an Environmental Statement (ES).

1.2.2 An ES typically comprises of three volumes:

- Volume 1: Non-Technical Summary
- Volume 2: Environmental Statement Report
- Volume 3: Technical Appendices

1.2.3 This 'Non-Technical Summary' (Volume 1) is provided in the interests of ensuring that the wider community can easily understand the key findings of the EIA and to inform those unfamiliar with the EIA process.

1.2.4 Volume 2 is the main body of the ES and provides a detailed account of the subjects considered. In this case the subjects considered include:

- Socio economic;
- Landscape and visual;
- Ecology and nature conservation;
- Cultural heritage;
- Traffic and transport;

- Water resources, flood risk and drainage;
- Dust and air quality; and
- Ground conditions.

1.2.5 Cumulative effects related to all of the above subjects are dealt with within each technical chapter as well as within the standalone chapter, where specific consideration is given to any impacts arising from a combination of individual effects on a single receptor.

1.2.6 Volume 3 contains the supporting Technical Appendices that set out the technical survey/assessment results relied upon in preparing the ES (volume 2) Report.

1.2.7 Additionally, an ES Addendum can be produced to supplement the original assessment where the provision of revised or further information is required.

1.2 Introduction

1.1.1 The Rew Family is proposing the residential-led mixed use development of land at Wolborough Barton, Newton Abbot (see site location plan at Appendix 1).

1.1.2 The application is submitted as a hybrid, so it is part outline (with all matters except for means of access reserved for consideration at the “Reserved Matters” stage), and part full.

1.1.3 The application proposal has been subject to an Environmental Impact Assessment. This requires the significant environmental effects of the proposed development that are likely to arise to be identified and assessed and any necessary mitigation proposed.

1.1.4 An Environmental Statement (Volume 2), and associated technical appendices (Volume 3), detail the findings of this process.

1.1.5 In addition to this, two ES Addenda have been produced to provide revised and further information.

1.1.6 The first ES Addendum was issued December 2017 and was required in response to revisions made to the proposed development.

1.1.7 The second ES Addendum (January 2019) was produced to provide further information regarding noise impacts related to the proposed development.

1.1.8 This Non-Technical Summary document provides a summary of the Environmental Statement (June 2017) and the subsequent ES Addenda produced (December 2017 and January 2018).

1.1.9 Chapter 2 of this non-technical summary contains the description of the site and the proposed development, an overview of the anticipated construction process, and details of the consideration of alternatives and scheme evolution. In the subsequent chapters, this Non-Technical Summary provides details of the key findings of the assessment for each of the topic areas covered as well as the two ES Addenda prepared.

2.0 Site Description, Proposed Development and Construction

2.1 Site Description

2.1.1 The site is located on the southern fringe of Newton Abbot between Ogwell and the Totnes Road (A381) to the west and Decoy and the Kingskerswell Road to the east. Please see site location plan contained at Appendix 1.

2.1.2 The town centre of Newton Abbot is to the north (approximately 1km). Newton Abbot is the largest of the main towns within Teignbridge District (with a population of approximately 25,000) providing a broad range of services, facilities and employment.

2.1.3 The site extends to approximately 66.72 hectares (165 acres) and comprises several farm buildings adjacent to Coach Road (northern boundary of the site), agricultural fields (including both arable and pasture), and woodland. The land within the site is undulating ground that gently rises towards the south west corner of the site.

2.1.4 The site is not subject to any local landscape designations. The site is not located in, adjacent to or within close proximity of the following sensitive areas:

- European Sites;
- National Parks or Areas of Outstanding Natural Beauty; and
- World Heritage Sites and scheduled monuments.

2.1.5 The site is adjacent to Wolborough Fen SSSI. The entire site lies in a low risk flood area (flood zone 1), this being the area of lowest flood risk.

2.1.6 The site is well positioned in relation to the town. The main shopping area is about 1km away, the railway station about 1.5km and there are many employment sites close-by. There is an existing primary school in the Decoy area – Stover School, and one in Ogwell – Canada Hill Primary. There are two secondary schools

about 1.5km from the existing farm buildings on the site (Coombeshead Academy and Newton Abbot College).

2.1.7 The village of Abbotskerswell is to the south and there is a clear separation between the proposed development and the outer northern fringe of the village. Apart from Abbotskerswell the area to the south of the site is open countryside. Kingskerswell lies to the southeast.

2.1.8 The site is bounded to the north by the southern edge of Newton Abbot. Coach Road runs along the northern site boundary in part and the Wolborough Hill area rises up north from here. Wolborough Hill is a predominantly residential area. Most of the housing on Wolborough Hill faces south although some does face more to the northwest towards the town. Part of Wolborough Hill is a designated Conservation Area.

2.1.9 St Mary's Church (a grade I listed building) is access from Coach Road and is adjacent to Wolborough Barton farm.

2.1.10 The Ogwell area lies to the west of the site and is characterised principally by post-war housing. It has expanded significantly in recent years. Priory Road wraps along part of the southern edge of the site. It is on a ridge that separates the proposed northwestern and southwestern development parcels whilst also wrapping around the southern edge of the southeastern parcel. This country lane is bounded by hedgerows and merges with Stoneman's Hill to the west.

2.1.11 Wolborough and Decoy Country Park lies immediately to the east of the northwestern development parcel and north of the southeastern parcel. This comprises the country park itself, woodland area, a lake and Wolborough Fen. There are sports pitches and allotments to the north of the Fen.

2.1.12 Immediately to the east of the southeastern parcel is the remainder of the allocated site. This is in the ownership of Mr Norman Rew and forms a part of the overall urban extension.

2.2 Proposed Development

2.2.1 The proposed development is submitted as a hybrid planning application (part outline and part full). The majority is submitted in outline with all matters, except for means of access, reserved for future consideration. The description of the proposed development is:

> *(1) Outline*
>
> *Mixed use development comprising circa* 1,210 *dwellings (C3), a primary school (D1), up to 12,650 sq. m of employment floorspace (B1), two care homes (C2) providing up to 5,500 sq. m of floorspace, up to 1,250 sq.m of community facilities (D1), a local centre (A1/A3/A4/A5) providing up to 1,250 sq. m of floorspace, open space (including play areas, allotments, MUGA), and associated infrastructure. (Means of Access to be determined only)*
>
> *(2) Full*
>
> *Change of use of existing agricultural buildings to hotel (C1), restaurant (A3) and bar/drinking establishment (A4) uses, involving erection of new build structures, construction of an access road and parking, plus other associated conversion and minor works.*

2.2.2 The Illustrative Masterplan (along with the range of other documentation submitted as part of this hybridapplication) shows how the proposed mixed use development can be delivered in an acceptable manner at the site. A copy of the Illustrative Masterplan is provided at Appendix 2. The proposal shown on the plan has been designed through a detailed understanding of the site (characteristics and features) and was informed by the findings of a range of baseline work (on such topics as heritage, ecology, trees, landscape). The proposals have therefore been designed to ensure that adverse impacts are either avoided or minimised.

2.2.3 The detailed drawings submitted for the redevelopment of the barns show a sensitive and high quality proposal to convert this part of the site to a hotel with bar and restaurant provision.

2.2.4 In terms of the proposed land uses and the quantity of development the following is proposed:

Outline Application

- Circa 1,210 dwellings (C3)

- Primary School (D1) – Two-form entry on site of approximately 1.8 hectares

- Social and community facilities (as set out in the table below)

Table 4.1 Proposed Uses

Use	Proposed Floorspace (sq.m) (GIA)
Local Centre (A1/A3/A4/A5)	1,250
Community facilities (D1) – Community Hall, Day Nursery, Health Centre	1,250
Total	**2,500**

- Employment - Business (B1) (12,650 sq.m)
- Care Homes (C2) (5,500sq.m)
- Public open space (including informal amenity space, children's play, allotments and MUGA)

Full Application

- Hotel, Restaurant and Bar (C1/A3/A4) = 1,159 sq. m (GIA)

2.2.5 The illustrative masterplan shows how a significant part of the NA3 site could be developed. It illustrates how the character areas, streets, parks and open spaces, land uses and transport corridors could be arranged on land owned by the applicant in order to meet the provisions of the development plan.

Lighting

2.2.6 The detail of lighting and position of lighting is currently unknown as this is, in the main, an outline proposal with all matters except for access reserved. The detailed positioning and specification of lighting will therefore be established at the detailed design/reserved matters stage. It is therefore not appropriate at this stage to assess lighting in detail.

2.2.7 At the outline stage though it is considered appropriate to highlight how the detailed design of lighting should be designed, in due course, to ensure no adverse impacts result.

2.2.8 In terms of sensitive receptors there are existing residential properties, proposed residential properties and ecology (in particular Bats) which need to be considered when devising a lighting strategy and deciding on the positioning and type of lighting used within the various parts of the site.

2.2.9 In the context of these receptors and to reduce any associated impact, any lighting proposed on the site should use shrouded, LED and/or directional as per guidance provided by the Institute of Lighting Engineers1. These measures will serve to minimise light spill.

2.3 Construction

2.2.10 At this stage it is not possible to detail exactly how the proposed development will be constructed. This will become clearer once the detailed design of the proposed development is defined (at the reserved matters stage). This section therefore provides an indication of the anticipated construction phases, the general works/activities involved, and assumptions made to assist in identifying and assessing the potential construction impacts.

[1] Institute of Lighting Engineers - Guidance Notes for the reduction of Obtrusive Light GN01 (2005)

Phasing

2.2.11 For the purpose of assessment it is assumed that the development will be built out in a three phases over a number of years. The details of each phase is as follows:

Phase 1 – Western Area and Hotel

- 205 houses
- Employment land (0.89 hectares)
- Care Home (0.64 hectares)
- Estates roads and services
- Public open space/Green infrastructure
- Hotel, Bar and Restaurant – 1,159 sq.m

Phase 2 – Central Area

- Primary school
- 558 houses
- Mixed use local centre
- Estates roads and services
- Public open space/Green infrastructure

Phase 3 – Eastern Area

- 447 houses
- Care Home (0.72 hectares)
- Employment land (1.44 hectares)
- Estates roads and services
- Public open space/Green infrastructure

Enabling works

2.2.12 Prior to the start of construction there will be a need to undertake a range of enabling work, which is likely to include:

- Additional survey work related to utilities and the undertaking of any necessary works;
- Establishment of the construction grid and temporary benchmarks;
- Demolition of existing buildings;
- Construction of site access and internal spine roads;
- General site preparation ready for foundation work, inclusive of ground works that will be necessary to facilitate the delivery of the scheme;
- Investigations and surveys necessary to define ground conditions in advance of construction of foundations and structures; and
- Further archaeological investigations where required.

Construction Machinery/Plant

2.2.13 Whilst the exact detail of construction machinery/plant is not known at present consideration has been given to the types of machinery that are likely to be used. The following are considered to be the key types of machinery/plant to be used:

- Excavators (tracked/wheeled)
- Dumpers
- Power tools including percussion drills, cutting disks, pipe-threaders
- Hand held tools including breakers (pneumatic and hydraulic)
- Ready mix concrete lorries
- Delivery trucks - Heavy duty vehicles and Light duty vehicles
- Air compressors
- Fork lift trucks
- Wheel washing plant
- Road sweepers
- Mobile/tower cranes
- Skips and Skip Trucks
- Road surfacing machinery/vehicles

Construction Operations and Traffic

2.2.14 Impact from construction operations and traffic is temporary and will have a relatively short-term effect on some existing roads within the local highway network.

2.2.15 The potential impacts which could arise from the activities on construction sites are due to the following:

- demolition (removal of existing structures);
- earthworks (soil-stripping, ground-levelling, excavation and landscaping);
- construction (activities involved in the provision of a new structure); and
- trackout (the transport of dust and dirt from the construction site onto the public road network where it may be deposited and then re-suspended by vehicles using the network).

2.2.16 It is not possible to be exact about the level and programming of construction traffic at this stage in the development process. Construction traffic volumes have therefore been estimated for this assessment based on similar developments elsewhere.

2.2.17 The design of infrastructure whether possible/practical will minimise earthworks so it is not expected that there would be substantial quantities of soil to be removed from the site. In this regard, the detail of the levels of cut and fill can be considered in more detail at the appropriate stage.

2.2.18 Traffic routes used by construction vehicles when delivering goods and material to and from the site will be agreed with Teignbridge District Council and other relevant authorities, such as Devon County Council Highways, prior to construction activity commencing (expected as part of a Construction Environmental Management Plan).

2.2.19 Working hours will be agreed with the Planning Authority and are expected to be 08.00-18.00 weekdays and 08.00-13.00 on Saturdays. It is however expected

that the majority of deliveries would be scheduled to occur outside the peak traffic periods on the highway network.

Controls to protect the local environment and receptors

2.2.20 It is important to ensure there are controls in place to protect the local environment and provide mitigation for identified construction impacts. It is anticipated that these control measures, which are either proposed as mitigation or assessed as embedded within technical chapters, will be secured by appropriate planning condition.

2.2.21 The preparation of a Construction Environmental Management Plan (CEMP) is an established method of managing environmental impacts resulting from construction works. The CEMP would be submitted and agreed in advance of commencement of works. The obligations of the CEMP would be passed on to the contractors as "Employer Requirements' within the contract for the works.

2.2.22 The disposal of all waste and other materials from the site is expected to be controlled through the implementation of a Site Waste Management Plan (SWMP) to reduce environmental impact and the potential for any adverse impacts. The SWMP should form part of the CEMP requirements.

3.0 Consideration of Alternatives and Scheme Evolution

3.1.1 The EIA Regulations require that an outline of the main alternatives studied and an indication of the main reasons for selecting the proposed option, taking into account the environmental impacts, is included in the ES.

3.1.2 The NA3 Wolborough allocation policy, as adopted and indicated on the proposals map, has emerged through the development of Teignbridge Local Plan as the most suitable site to deliver a large southern extension to Newton Abbot. The allocation of the site in the local plan has been subject to assessment and critique from the Inspector at the local plan Examination and subject of a Strategic Environmental Assessment process undertaken for the preparation of the local plan. Below is a quote from the Inspector's Report in to the Examination of the Local Plan (paragraph 75):

> *"In summary, after careful consideration of the many objections to its development, I have come to the same conclusion as the Council that the NA3 allocation would provide for a sustainable extension to Newton Abbot and is sound. There are no other sites large enough to meet the housing needs of Teignbridge in accordance with the strategy to concentrate development at HoT. NA3 has the major advantage of a highly sustainable location."*

3.1.3 The detail of the allocation has been refined along the way. It has been subject to a number of changes as it has evolved through the key plan making stages. At each stage of consultation the policy has been the subject of extensive public and stakeholder consultation. These have included – the Issues and Options stage Preferred options stage, the Submission stage, Examination In Public. Below is the timeline for the various stages in the plan preparation:

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

3.1.4 The allocation changed to reflect responses to the consultations during the Local Plan process and updates to the technical evidence base, with further modifications made in accordance with the recommendations of the Local Plan Inspector.'

3.1.5 At the Examination of the local plan the allocation was scrutinised by the Inspector in terms of potential impacts with and particular reference was made to landscape and heritage matters. Having considered all matters the Inspector found that the allocation was sound. Following the Examination of the Local Plan and issuing of the Inspector's report the allocation was confirmed in the adoption of the Local Plan.

3.1.6 Policy NA3 has been key to the development of the Illustrative Masterplan and the plan has been prepared through workshops involving key stakeholders – landowner, officers from Teignbridge District Council (planning, economic development, landscape, historic environment, green infrastructure, ecology, and Devon County Council (transport and education), and appointed consultants providing independent advice in relation to key issues such as ecology, drainage and ground conditions have been represented at the programme of workshops.

3.1.7 More detailed survey work (in relation to land associated with this planning application) has helped in shaping the Illustrative Masterplan and providing certainty in relation to key issues.

3.1.8 In the main the Illustrative Masterplan adheres closely to the allocation shown on the proposals map. There are some slight variations that have developed as a result of an iterative process and for practical reasons that have become evident through closer scrutiny of site constraints (most particularly ground conditions, landscape and visual and topographical considerations). Whilst there is a reduction in the overall developable area this is not substantive and most importantly the ability to achieve the levels of development indicated in Policy NA3 is not infringed by the variations proposed.

4.0 Socio economic

4.1.1 An assessment of the likely significant direct and indirect socio economic impacts of the development on the local/countywide community and economy has been undertaken.

4.1.2 The assessment undertaken establishes the socio economic 'baseline' conditions of the study area before considering the impact or change resulting from the proposed development on this existing or 'baseline' condition. The assessment considers methods, where necessary, of mitigating adverse impacts identified before providing details of the residual impacts. All impacts are determined in a qualitative manner using professional judgement.

4.1.3 The assessment detailed in this chapter has focused on the following key socio economic factors:

- Employment creation during the construction and operational phases
- Housing provision/increased population and associated factors including provision of social infrastructure –education, healthcare community facilities
- Health and wellbeing matters associated with provision of open space and sports provision
- Increased local expenditure associated with the construction and operational phases

4.1.4 All of the socio economic impacts associated with the proposed development have been assessed as being beneficial. On this basis they do not require mitigation. The residual impacts identified include:

Construction Impacts

- Construction related employment generation (Minor beneficial)
- Increase in local expenditure related to construction workforce (Minor beneficial)

Operational Impacts

- Provision of housing (Moderate beneficial)
- Increased employment associated, directly and indirectly, with proposed development (Minor beneficial)
- Increase in local expenditure related to residents and workers (Moderate beneficial)
- Impact on healthcare provision (Negligible)
- Impact on education provision (Minor beneficial)
- Provision of open space (Moderate beneficial)
- Provision of community facilities/space (Minor beneficial)

Cumulative Effects

4.1.5 The development plus the other schemes assessed in the ES provide the opportunity to deliver substantial cumulative socio economic benefits within the study area provided each scheme delivers, either by way of financial contribution or through on-site provision, the required physical social infrastructure.

5.0 Landscape and Visual

5.1.1 The proposed development relates to an allocated site in the local plan which is to deliver a large scale urban extension to Newton Abbot. The Inspector who examined the local plan identified that "the site is not part of any designated landscape area nor is it of such visual value as to prevent development". In allocating the site, the related localised landscape and visual impacts have been accepted by the Local Authority as this site has been selected from alternatives as part of an extensive consultation process and was concluded to be the most suitable site to deliver the southern urban extension to Newton Abbot.

5.1.2 An assessment has been undertaken of the likely landscape and visual impacts of the proposed development during the construction of the scheme and once completed and operational. The assessment is informed through an understanding of the existing conditions at the site and its local context.

5.1.3 The LVIA which informs the impacts presented in this chapter has been prepared by a Chartered Member of the Landscape Institute (CMLI). The assessment methodology has been developed in accordance with the Third Edition of the Guidelines for Landscape and Visual Impact Assessment (GLVIA3)[2] published jointly by Landscape Institute and Institute of Environmental Management and Assessment in April 2013.

5.1.4 The LVIA undertakes a detailed assessment of impacts related to the proposed development. The Landscape and Visual chapter summarises the main impacts related to the development based on the detailed assessment in the LVIA. Impacts are considered at three levels:

- Localised impacts – within 1 km of the site
- Medium distance impacts – Between 1 and 3km from site
- Wider landscape impacts – over 3km from the site

[2] Guidelines for Landscape and Visual Impact Assessment, Third Edition, Landscape Institute and the Institute of Environmental Management and Assessment, April 2013

5.1.5 The impacts assessed in the LVIA and this Chapter take in to account the inbuilt mitigation and the assumption that in terms of construction stage a Construction Environmental Management plan (CEMP) will be prepared and implemented for the prosed development which can include measures to help reduce construction impacts – it is though a fact that the visual and landscape impact of development/construction is an unavoidable/accepted consequence of these works.

5.1.6 With regard to the operational stage and assessment of impacts the following mitigation measures have been 'designed in' into the illustrative masterplan in order that impacts are minimised:

Green buffer - The green buffer identified on the adopted Local Plan Proposals Map on the south side of Coach Road has been maintained and integrated into the open space network thereby ensuring that it will be possible to still experience the church;

Restoration of Wolborough Barns - A detailed scheme is proposed as part of this hybrid planning application to sensitively restore, extend and convert the Wolborough Barn thereby preserving and enhancing their relationship with the church;

A green space adjacent to the Barns - A local centre is proposed adjacent to and south of the barns, providing a spatial context from which the barns and their relationship with the church can be experienced. A 'college green' is proposed that will be framed by buildings of a suitably modest and complementary scale in relation to the historic assets. This will form a centre-piece of the new community, with the church rising above the barns due to its elevated position above Coach Road;

Maintaining the visual relationship from Stoneman's Hill / Furze Close - There is currently a visual relationship between the church and the barns and in turn with Highweek Church (albeit seen in the context of twentieth century residential expansions to Newton Abbot) when viewed from the top of the ridge on Stoneman's Hill / Furze Close. The spatial

arrangement of the illustrative masterplan has regard to these relationships and, as a result, the proposed organisation of spaces, streets and buildings is sensitive to them;

Maintaining the pastoral setting from the North - The existing pastoral setting to the church will be maintained when it is viewed from the north side. As the land falls away on the south side of Coach Road, the impact upon the rural setting of the church is minimised from this side;

Key views to be Maintained - The church is visible throughout the landscape from a number of vantage points. The illustrative masterplan has been designed to ensure that viewing corridors that frame the church are an important facet of the plan. The elevated position of the church will maintain its visually dominant location above the new development;

Structuring of the Masterplan - The wider setting of the church will undoubtedly be impacted upon by the proposed urban extension (as considered by the Local Plan Inspector). As such it is important that the proposed urban area is ordered and structured in a manner that could be complimentary to the church as a key historic building in the area;

Enhancements to Public Realm - The area in front of St Mary's church is currently dominated by the blacktop carriageway of Coach Road. There is an opportunity as part of the proposed urban extension to enhance the public realm within the immediate setting of the church. The reduction of traffic passing front of church when the road link is completed will be a long term benefit.

Setting of St Augustine's Priory - The maintained pastoral ridgeline to the north of Priory Road retains a buffer to the north of the Priory which 'designs-in' appropriate mitigation.

5.1.7 The proposals in this hybrid planning application have emerged from adopted Policy NA3 and have been shaped through a series of post adoption workshop sessions. They have been formulated based on an appreciation of the built and natural context of the site and responding to the findings of this LVA. The objectives of Policy NA3 are achieved in a manner that is sensitive to the key

environmental considerations for the site. These especially relate to the resolution of ecological mitigation through the provision of a network of greater horseshoe bat flyways alongside other ecological initiatives; well-considered strategies for the relationship of development to the setting of St Mary's church (a grade I listed building) and appropriate measures to ensure the protection and enhancement of Wolborough Fen.

Construction Impacts

- Localised visual and landscape impact (within 1 km) – Moderate Adverse
- Medium distance visual and landscape impact (1-3 km) – Slight Adverse
- Wider visual and landscape impact (over 3 km) – Negligible to Slight Adverse

Operational Impacts

- Localised visual and landscape impact (within 1 km) – Moderate Adverse
- Medium distance visual and landscape impact (1-3 km) – Slight Adverse
- Wider visual and landscape impact (over 3 km) – Negligible to slight adverse
- Impact on rights of way and green infrastructure – Moderate positive

5.1.8 It is concluded that the potential adverse impacts of the scheme, which were accepted at the time the site was allocated for development, can be reduced as a result the illustrative masterplan designed-in mitigation and that beneficial effects can be maximised in accordance with the objectives of the Policy NA3 of the Local Plan.

Cumulative effects

5.1.9 The developments considered as part of the cumulative effects assessments includes 14 sites within the local area around Newton Abbot and a number are large scale greenfield developments on allocated sites from the Local Plan.

5.1.10 As the construction of a number of the large greenfield sites included in the cumulative schemes assessed happens around the periphery of Newton Abbot

and other existing local settlements there will be a localised cumulative adverse visual and landscape impact. This is an unavoidable impact of development/construction and is an accepted impact in the context of the need to build housing and associated facilities/infrastructure to support the growth of the Heart of Teignbridge – as set out in the Teignbridge Local Plan.

5.1.11 There will an adverse cumulative visual and landscape impact once all the schemes have been built out however this is an accepted impact in the context of the need to deliver housing in the Heart of Teignbridge to meet the identified target/future needs in the development plan. However, as all the developments assessed will implement site specific mitigation measures to reduce visual and landscape impacts as required the cumulative impact is reduced/minimised as a far as is possible and there are beneficial impacts in terms green infrastructure provision.

6.0 Ecology and Nature Conservation

6.1.1 An assessment has been undertaken of the likely impacts of the proposed development on ecology and nature conservation during the construction of the scheme and once completed and operational. The assessment is informed through an understanding of the existing conditions at the site and its local context.

6.1.2 The original habitat survey was carried out in 2013, using standard 'extended' Phase 1 Habitat Survey methodology, in line with Joint Nature Conservation Committee (2010[3]). An update walkover was conducted in October 2015, in line with Chartered Institute of Ecology and Environmental Management (CIEEM) guidance (2013[4]). The purpose of the 2015 walkover was to establish whether habitats within the application site had changed in extent or diversity thus warranting the need for updated protected species surveys i.e. for bats, dormouse, cirl bunting, great crested newt, and reptiles. This approach is in accordance with British Standard 42020:2013[5]. In addition to this the following species surveys have been undertaken:

- Bat;
- Cirl bunting;
- Reptile; and
- Dormouse.

6.1.3 The impacts of the development identified have led to a range of mitigation measures being proposed. The key mechanisms which will be implemented are:

Detailed Design Measures - The Illustrative Layout incorporates sufficient flexibility for specific detailed design measures to be secured and included

[3] Joint Nature Conservation Committee. 2010. Handbook for Phase 1 Habitat Survey. A Technique for Environmental Audit.

[4] CIEEM 2013. Guidelines for Preliminary Ecological Appraisal. Technical Guidance Series.

[5] BSI Standards Publication. 2013. Biodiversity – Code of Practice for Planning and Development. BS 42020:2013.

within the proposed development (i.e. provision of green infrastructure / areas of habitat creation). Such detailed design measures can, where necessary, be secured through suitably worded planning conditions and addressed at the Reserved Matters stage;

Ecological Construction Method Statement (ECMS). The ECMS will aim to set out in detail the measures which will require implementation with respect to VERs during the demolition and construction phase of the Proposed Development; and

Landscape and Ecological Management Plan (LEMP). This will set out the measures for the ongoing management, maintenance and monitoring of the ecological receptors and of those newly created habitats to maximise opportunities for biodiversity enhancement and gain.

6.1.4 In addition to the above there is a range of species specific mitigation proposed to help reduce impacts and deliver enhancements.

6.1.5 The creation of hedgerow, woodland, grassland and wetland habitat associated with the integrated SUDS and GIS are predicted to have beneficial (permanent) impacts at a site to local scale. It is considered that the enhancement of retained habitats, creation of new habitats and sensitive management of such habitats for wildlife, could have Moderate Significant beneficial (permanent) impacts on the species ecological receptors identified within the application site.

6.1.6 The residual effects of the proposed development on ecology are as follows:

Construction

- South Hams SAC – Negligible
- Wolborough Fen SSSI – Negligible
- Decoy Park CWS – Negligible
- Stray Park Meadow CWS – Negligible
- Loss of arable and improved grassland – Negligible
- Hedgerows – Minor positive
- Semi-improved grassland – Moderate positive
- Broadleaf Woodland – Minor negative

- Loss of veteran/mature trees – Minor negative
- Orchards – Moderate positive
- Bats – Negligible
- Dormouse – Negligible
- Hedgehog – Negligible
- Cirl bunting – Minor positive
- Barn owl – Negligible
- Great crested newt – Minor positive
- Reptiles – Minor positive

Operational

- South Hams SAC – Minor positive
- Wolborough Fen SSSI – Negligible
- Decoy Park CWS – Negligible
- Wolborough Hill UWS – Negligible
- Habitats – Negligible
- Bats – Negligible
- Dormouse – Negligible
- Hedgehog – Minor adverse
- Cirl bunting – Negligible
- Barn owl – Negligible
- Great crested newt – Minor positive
- Reptiles – Minor positive

Cumulative effects

6.1.7 There will be a cumulative impact on ecology in the local area as a result of the all the developments currently committed or planned however each of the developments assessed will be implementing appropriate mitigation in response to ecological constraints and to reduce identified impacts.

7.0 Cultural Heritage

7.1.1 An assessment of the impact on cultural heritage resources, both in the construction and operation stage; meaning buried archaeological remains, historic buildings, structures and landscapes which are located within the site and the site's wider setting.

7.1.2 The history of the site and its wider setting is studied in order to identify and understand the area's heritage significance and identify the heritage assets within the site, and close to it, that could be affected by the proposed development. The level of impact which the proposed development could have upon the identified significance of affected heritage assets is assessed. Where potential harm to the significance of a heritage asset is identified the mitigation that the proposed development has adopted to minimise harm is set out. Finally, the residual level of impact is set out.

7.1.3 Three assessments of the historic environment have been undertaken and which inform the assessment of impacts:

- Heritage Appraisal & Impact Assessment (April 2017)
- Wolborough Barton, Newton Abbot, Devon: Historic Environment Assessment (HEA), A C Archaeology Ltd, December 2016 Heritage & Impact Assessment (April 2017)
- Land at Wolborough Barton, Newton Abbot, (GS) Substrata Archaeological Geophysical Surveyors, June 2016.

7.1.4 The site is a major part of Wolborough Barton Farm, a third generation family farm, running dairy, beef herds and arable crops. The site comprises both pasture and arable fields and some woodland. A narrow belt of woodland extends through the centre of the site that extends into Decoy Country Park to the north. There is just one standing structure on the site; Hennaborough Barn set in the narrow valley in the side of Stoneman's Hill that runs down from Priory Road.

7.1.5 The development site is on land to the south of Newton Abbot on land that is found to have no evidence for any use other than pastoral. The GS has not identified any obvious potential for hilltop settlement. Other than Hannaborough Barn, no heritage assets are identified within the site.

7.1.6 Wolborough Barton, on the northern edge of the site, is an historic farmstead that has historically farmed the site. None of the farm buildings nor the farmhouse is considered to be worthy of listing, but the buildings are considered to be of local historic interest and along with Hannaborough Barn, located towards the south of the site, are considered to be of sufficient interest to justify their treatment as non-designated heritage assets.

7.1.7 St Mary the Virgin parish church, listed grade I, is located north of Wolborough Barton and the site, on the southern slope of Wolborough Hill.

7.1.8 Additionally, there are a number of other designated heritage assets of high importance within 3km of the site. The closest is St Augustine's Priory, listed grade II*, a Victorian convent set south of a high roadside boundary wall, located south of Priory Road which marks the southern boundary of the site. 2km To the east is Milber Down Camp, Scheduled Monument, an Iron Age hillfort, to the east of Aller Park, a south eastern suburb of Newton Abbot. The parish church of St Bartholomew, Ogwell, listed grade I, is located 1 ½ km to the west, West Ogwell church, listed grade I, is 3 km to the west and St Marys parish church, Abbotskerwell, listed grade II*, is located ½ km to the south of the site.

7.1.9 Within 1km there are 5 grade II listed buildings that could have their significance affected by the proposed development: St Lukes parish church, Milber, 1km to the east, Langford Bridge, on the south eastern edge of the site, and the lych gate to St Mary's parish church, Wolborough and two listed chest tombs in St Mary's churchyard.

7.1.10 Much of Wolborough Hill, to the north of the site, is designated as Wolborough Hill Conservation Area. Further afield, Wolborough Street Conservation Area is

located 1km to the north, East Ogwell Conservation Area is 1½ Km to the west and Abbotskerwell Conservation Area is ½ km to the south.

7.1.11 In terms of mitigation nothing further is identified as the proposed development (as indicated on the illustrative masterplan and on the detailed drawings for the proposed barn redevelopment) shows how a development can be brought forward which avoids unacceptable impacts on heritage assests. In respect of St Mary the Virgin church specifically, the proposed development already proposes to enhance the immediate setting of the heritage asset by making improvements to Coach Road and to Wolborough Barton so no further mitigation is required.

7.1.12 The residual effects of the proposed development on cultural heritage receptors is as follows:

Construction

- Damage to unknown buried archaeological remains - Negligible

Operational

- Milber Camp – Low adverse impact
- Castle Dyke – Low adverse impact
- St Mary the Virgin Church – Moderate adverse impact
- All Saint's Church – Low adverse impact
- Lych Gate, St Mary's – Low positive impact
- St Augustine's Priory – Low adverse impact
- Church of St Luke, Milber - Low adverse impact
- Wolborough Hill Conservation Area – Moderate adverse impact
- Wolborough Barton – Moderate adverse impact
- Hennaborough Barn – Moderate adverse impact

7.1.13 It is considered that the illustrative masterplan for the proposed development areas, by virtue of the avoidance of development up to the ridge of Stoneman's Hill, is such that it has little or no impact upon the settings of All Saints church, Highweek, listed Grade I and St Augustine's Priory, listed Grade II*.

7.1.14 The proposed development does integrate the historic environment within it, but the settings of two designated heritage assets and two non-designated heritage assets will be affected:

- St Mary the Virgin parish church, listed Grade I
- Wolborough Hill Conservation Area
- Wolborough Barton Farm – local historic interest
- Hennaborough Barn – local historic interest

7.1.15 It is not considered possible for the site to be developed without any impact upon these heritage assets.

7.1.16 The proposed development has been designed to protect views to St Mary the Virgin parish church, listed Grade I. The church is left with its characteristic and significant 'green apron' around it. The immediate setting of the church will be preserved and furthermore there are identified opportunities and mechanisms for the applicant to help towards the enhancement of the immediate setting of the church, both on Coach Road and at Wolborough Barton. The wider setting of the church will be changed however. The level of harm that this change will cause is found to be of moderate level. The harm caused, namely to the distant view from footpath 2 on Stoneman's Hill, will have to be considered in determining the application.

7.1.17 The proposed development will affect views out from Wolborough Hill Conservation Area. Much of the setting of the conservation area however will be preserved in the form of Decoy Country Park which is not altered by the development. The level of harm caused to the heritage significance of the conservation area is found to be of moderate - low level. The harm caused to part of the setting of the conservation area will need to be carefully considered when determining the application.

7.1.18 The proposed development will make Wolborough Barton farmstead and Hennaborough Barn redundant (albeit that the barn is little used by the farm at present). The impact of the proposed development on the settings of these non-designated heritage assets will be moderate by virtue of the farmland that they

exist to serve ceases its long established pastoral use. The development has however been modelled to keep the farmstead at the heart of the new community that will be established on its former farmland. The stone farm buildings will not be demolished; the barn will be retained and all will be put to a new use.

Cumulative effects

7.1.19 In terms of construction, all of the developments considered have the potential to have some impact on unknown buried archaeological remains. However, in each case appropriate further investigation and mitigation is secured to ensure that impacts are managed appropriately. There is therefore a negligible cumulative effect in terms of unknown buried archaeological remains.

7.1.20 Major housing allocations to the north west of Newton Abbot have the potential to have a minor cumulative impact upon the setting of All Saints. No other cumulative effects on heritage receptors have been identified.

8.0 Transport and Accessibility

8.1.1 An assessment has been undertaken of the likely impacts of the proposed development in relation to traffic and accessibility matters during the construction phase and once completed and operational.

8.1.2 The assessment is informed through an understanding of the existing conditions at the site and its local context. Specifically, the context of this Chapter has been informed by the Transport Assessment, which has been prepared in support of the hybrid planning application.

8.1.3 The analysis of the offsite impacts of the proposed development on the strategic and local road networks has been focused on the junctions set out below:

- A382 Highweek Street/B3195 Halcyon Road
- A382/A381 Wolborough Street
- A381 Torquay Road/Keyberry Road
- A381 Totnes Road/Ogwell Road
- Old Totnes Road/Firestone Lane
- New Roundabout at West End of Wolborough Link Road
- New Roundabout at East End of Wolborough Link Road
- Rail Overbridge on Kingskerswell Road

8.1.4 The following conditions on the road network have been assessed:

- Severance;
- Driver stress and delay
- Pedestrian amenity and delay;
- Cyclist amenity and delay;
- Fear and intimidation; and
- Accidents and safety.

8.1.5 The assessment of construction impacts assumes the implementation of a Construction Environmental Management Plan. This will aim to effectively reduce the impact associated with construction activities, including the use of defined

haulage routes and timing of heavy loads. Operational mitigation/enhancement includes improved provision of pedestrian and cyclist facilities/routes within the development and the fact that local bus providers will look to service the site once operational to serve the new demand.

8.1.6 The following residual impacts have been identified:

Construction

- Pedestrian amenity - Negligible
- Cycle amenity - Negligible
- Fear and intimidation - Negligible
- Public transport - Negligible
- Severance - Negligible
- Driver delay - Negligible
- Road safety - Negligible

Operational

- Pedestrian amenity - Negligible
- Cycle amenity - Negligible
- Fear and intimidation - Negligible
- Public transport – Minor positive
- Severance - Negligible
- Driver delay - Negligible
- Road safety - Negligible

8.1.7 This Chapter of the ES therefore demonstrates that the residual impacts of the development on transport and accessibility are considered insignificant and any impacts arising from the development are adequately addressed by a suitable package of mitigation measures.

Cumulative effects

8.1.8 In terms of the construction phase, there is the potential for some of the schemes identified to be constructed at the same time and therefore lead to a cumulative

effect in terms of construction traffic on the local highway network. It will therefore be necessary for the LPA and County Council to appropriately manage and coordinate construction traffic by way of the Constriction Environmental Management Plans to be agreed.

8.1.9 With regard to the operational phase, the assessment of impacts in this chapter has included the cumulative effect of other developments in the area so there is no need for further comment here.

8.1.10 It is important to note that the developments assessed all involve (or will when taken forward) the implementation of mitigation measures as required to reduce and avoid adverse construction and operational impacts.

9.0 Water resources, flood risk and drainage

9.1.1 This chapter of the ES provides an assessment of the likely significant impacts that can affect the water environment from the construction of the proposed development, at Wolborough Barton, as well as the associated flood risk. These issues have been reviewed and where possible mitigated through the hierarchal approach of prevention, reduction and offsetting. Any residual risks or impacts that remain after this procedure have also been discussed along with the overall significance of the residual effect.

9.1.2 The assessments within this ES have considered direct or indirect environmental impacts on the baseline conditions as a result of the proposed development. The following were undertaken for the assessment:

- Desktop study to obtain the baseline;
- Identification of the potential impacts from the project and assessment of their significance based on the magnitude of the potential impact and the sensitivity of the receiving environment;
- Identification of options for mitigation of potential impacts in accordance with relevant legislation, policies and guidance.

9.1.3 The site occupies approximately 65 hectares in total. The majority of the site is currently grazing and pasture with existing arable lands found just to the west of the Wolborough Fen. Forming the site boundaries are number of existing roads, a cemetery, private lands, Blackball Plantation and Wolborough Fen.

9.1.4 The site gradient varies greatly across the area with the highest point being around 95m AOD and the lowest approximately 25m AOD. Due to the topography of the land, there are several different catchment areas for the proposed site.

9.1.5 The EA Flood Map shows that the proposed development is located within Flood Zone 1. Flood Zone 1 is described by the NPPF as *"land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%)".*

9.1.6 By examining the construction and operational phases of the proposed development, a number of potential impacts on surface water and groundwater receptors have been identified. Potential impacts include the mobilisation of sediments from the site to the surface water receptors; risk to groundwater and surface water due to pollution from chemicals and other contaminants; increased surface water runoff leading to a reduction of groundwater recharge and increased flood risk.

9.1.7 A range of mitigation measures are identified to ensure that potential impacts identified are reduced as far as possible during the construction and operational. Such measures include:

- Temporary construction drainage
- Secure storage of chemicals
- Dedicated cleaning facilities
- Infiltration basis and soakaways
- Detailed design of SUDS
- Attenuated storage

9.1.8 As a result of the proposed mitigation the following residual impacts are identified:

Construction

- Mobilisation of sediments - Negligible
- Contamination of groundwater – Moderate to minor adverse
- Contamination of surface water – Moderate to minor adverse
- Increase in surface water runoff - Negligible
- Reduction of groundwater recharge – Moderate to minor adverse

Operational

- Sediment runoff increase - Negligible
- Pollution from vehicles – Moderate to minor adverse
- Reduction of agrochemicals – Slight positive
- Pollution from gritting – Slight adverse

- Surface water runoff increase – Negligible
- Reduction of groundwater recharge - Negligible

9.1.9 With the adoption of appropriate construction techniques and good environmental practices such as the PPGs, these risks can be mitigated such that the likelihood of an incident is very low. Mitigation measures have been found for the various impacts that can affect the receptors to help reduce the effects as much as possible to a point where it is close to negligible.

9.1.10 The entire developable site has been split into four different catchments areas and managed separately. The discharge for each of the catchment areas has been limited to the QBAR greenfield runoff rate. The proposed development within the catchment area for Wolborough Fen will use infiltration basins to help replenish the groundwater reserves. This is considered the most important source of water for Wolborough Fen.

9.1.11 About 8% of the catchment area of Wolborough Fen will be impermeable. This area will drain into SUDS that will help groundwater recharge by infiltrating water back into the ground. The proposed development area will reduce the agricultural chemicals originally draining to Wolborough Fen which will be beneficial for the native fen species. Treatment within the basins, as well as the secondary natural treatment though the bedrocks will help to remove unwanted sediments from surface water runoff and therefore not affect Wolborough Fen negatively.

Cumulative effects

9.1.12 None of the projects are expected to have a cumulative effect on the water resources or flood risk for the proposed site, apart from the remainder of the allocation, as they are all located a good distance away.

9.1.13 The remainder of the Wolborough Barton allocation is located to the immediate east of the proposed development site. As with the proposed development, the subject of this ES, it is expected that the development of the site will involve a

range of necessary measures and an appropriate drainage strategy to ensure that no adverse impacts will result.

9.1.14 Together all of the projects are expected to result in a negligible to minor negative cumulate effect on the water resources or flood risk in the local area. This is because none of the developments have significant adverse effects related to them individually and they will all implement appropriate drainage strategies and mitigation measures where necessary to ensure their impacts are minimal, controlled and reduced.

9.1.15 Compliance with government planning policy and EA guidance ensures that the significance of the residual effects of new developments on surface water and flood risk is minimised. This is achieved through the application of suitably designed surface water drainage systems whilst adopting SuDS principles.

10.0 Air Quality

10.1.1 Consideration has been given to the impact of the proposals on local air quality during the construction and operational phases of the development. The assessment has also considered air quality at the Site and its suitability for residential development.

10.1.2 There is the potential for traffic generated by the proposals to impact local air quality. An assessment of air quality impacts has therefore been undertaken to assess the suitability of the Site for residential development and predict the impact of additional vehicle movements on local pollutant concentrations, with particular focus on the impact within the Newton Abbot AQMA.

10.1.3 There is also the potential for impacts on local air quality during the construction phase of the development which has also been considered as part of the assessment.

10.1.4 The scope of the assessment has been discussed and agreed with Colin Bignall, the Air Quality Officer (AQO) at TDC.

10.1.5 It is inevitable that with any development construction activities would cause some disturbance and the assessment has predicted a moderate adverse impact prior to the implementation of any on-site mitigation. It is recommended that a number of mitigation measures are implemented through discussions with TDC and incorporated in to a CEMP, including agreement of HDV haulage routes, timetabling HDV visits to the site outside peak hours, ensuring construction vehicles met low emission standards. Following implementation of these measures there is the potential to reduce impacts within the AQMA to minor adverse. Following the implementation of appropriate mitigation measures impacts associated with the construction of the development are likely to be insignificant.

10.1.6 ADMS Roads dispersion modelling has been carried out to predict the impact of traffic generated by the proposed development on local air quality and assess the suitability of the Site for residential development. The modelling assessment has

also considered the impact of new link road proposed through the site connecting the A381 with Kingskerswell Road to the A380. Impacts on are predicted to be negligible as a result of the operation development under all assessment scenarios.

10.1.7 In terms of mitigation it is identified that for the construction phase a CEMP is implemented which includes:

- Dust management plan;
- Agreement of haulage routes;
- Timetabling of construction vehicle visiting the site; and
- Use of vehicles which meet low emission standards where possible.

10.1.8 In terms of the operational phase a Low Emission Strategy is proposed to developed for the Site as mitigation.

10.1.9 As a result of the mitigation the following residual effects are identified

Construction

- Construction traffic – Minor adverse
- Nuisance dust – Negligible
- Human Health – Negligible
- Ecological impacts – Negligible

Operational

- Without link road - Within AQMA – Minor adverse
- Without link road - Outside AQMA – Negligible
- With link road - Within AQMA – Minor positive
- With link road - Outside AQMA – Minor adverse

Cumulative effects

10.1.10 The assessment of impacts in this chapter related to air quality and emissions at the operational stage has included the cumulative effect of other developments in the area so there is no need for further comment here.

10.1.11 In terms of dust/construction impacts, the majority of the developments considered, with the exception of the reminder of the NA3, involve works that are relatively distant/not adjacent to the site being assessed by this ES. The means that there is likely to be no cumulative effect in terms of dust/construction impacts. Furthermore, the developments assessed all involve the implementation of mitigation measures where required to reduce and avoid adverse construction and operational impacts.

11.0 Ground conditions

11.1.1 This chapter of the ES provides an assessment of the likely significant impacts related to ground conditions and potential.

11.1.2 Assessment work related to ground conditions that has been carried out comprises a Desk Study, Walkover Survey and Preliminary Ground Investigation.

11.1.3 Mitigation identified in response to potential impacts identified includes:

- CEMP to set out noise, vibration and dust controls/limits and spill control measures
- Further site investigations and remediation as required
- Implementation of appropriate SUDS.

11.1.4 The following residual impacts have been identified:

Construction

- Noise - Slight adverse
- Vibration – Slight adverse
- Dust – Slight adverse
- Spills – Slight adverse

Operational

- Groundwater recharge - Negligible
- Groundwater contamination by agriculture – Minor positive
- Groundwater contamination post-development - Negligible
- Ground gas and leachate from identified potential sources – Minor positive
- Contaminants from identified potential sources – Minor positive

Cumulative effects

11.1.5 The majority of the developments considered, with the exception of the remainder of the NA3, involve works that are relatively distant/not adjacent to the site being assessed by this ES.

11.1.6 The developments assessed all involve the implementation of mitigation measures and remediation works where required to reduce and avoid adverse construction and operational impacts.

11.1.7 As a result of disperse nature of the development and the mitigation and remediation works put in place by the developments there will be no adverse cumulative effect related to ground conditions and contamination. Indeed, the cumulative mitigation and remediation works associated with the proposed developments have the potential to have positive cumulative effect.

12.0 Cumulative Effects

12.1.1 In relation to cumulative effects, the Environmental Statement prepared for this development/project contains an assessment of two types of effect:

1. The combination of individual effects (e.g. noise, dust, traffic, visual) from the development on a particular receptor; and

2. Effects from several developments, which individually might be insignificant, but when considered together would create a significant cumulative effect.

12.1.2 The first type of cumulative effects are dealt with solely in this Chapter. In terms of second type of effects these are dealt within each of the technical chapters.

12.1.3 The receptors which are expected to experience an impact that is created by way of a combination of individual effects from the proposed development are existing residential properties and businesses along A381 & Wolborough Street and those properties/premises that adjoin and are within close proximity of the site (within 1km).

Construction

12.1.4 During the construction phase it is predicated that these receptors will be exposed to a range of individual impacts from noise, dust, visual impacts and construction traffic. As a result it is expected that the receptors would experience a temporary adverse cumulative effect during the construction phase.

12.1.5 Mitigation in response to this includes the agreement and implementation of a CEMP and adherence to best/good practice in terms of construction methods, to ensure impacts are effectively controlled and reduced. In terms of noise and vibration effects these can be adequately mitigated against using Best Practical Means, as defined in section 72 of the Control of Pollution Act and also by following the general principles of BS5228:1990. With regard to dust and air

quality effects, best practice measures based on Building Research Establishment (BRE) guidance and other bodies must be used to mitigate any impacts.

Operational

12.1.6 Once operational it is predicted that the local receptors will be subject to a cumulative impact that relates to a range of individual impacts that include increased traffic, emissions, and visual and landscape impact. The mitigation identified in relation to these impacts within each of the topic chapters will though help reduce the cumulative effect on these local receptors.

13.0 ES Addendum December 2017

13.1.1 As ES Addendum was issued December 2017 to provide commentary on the implications for the assessment of impacts contained in the Environmental Statement resulting from an amendment to the proposed development.

13.1.2 In short, the amendment involved the substitution of two pieces of land for an alternative land use – two areas of land previously identified for residential are now proposed for employment use. The result of this amendment was a reduction in the total amount of residential units proposed (1,275 dwellings reduced to 1,210 dwellings) and an increase in the amount of employment floorspace (up from 3,500 to 12,650 sq.m Gross Internal Areas [GIA]).

13.1.3 Th ES Addendum considered the implications of this change to the proposed development in respect of the impacts and mitigation reported in the originally submitted ES and then, where necessary, provides updated/further information in respect of the topics/chapters assessed within that ES.

13.1.4 Before producing revised and further information in response to the amendment to the proposed development it is necessary to consider the implications of the amendments in respect of each of these topics – most importantly the impacts identified and the mitigation specified. As the changes to the application proposal related to the quantities of two of the land uses proposed and did not alter the areas of the site which are to be developed (as shown on the Illustrative Framework plan), it was only necessary to re-visit in the ES Addendum the chapters of the ES which involved an assessment based on the specific quantities (floorspace figures / amount of land) of the proposed development. Applying the above criteria, the following chapters of the ES were reviewed:

- Socio economic;
- Traffic and transport; and
- Dust and air quality.

13.1.5 In summary, the ES Addendum established that the amended proposed development has no substantive effect on the ES as submitted; the main change being an improved impact in terms of job creation as a result of an increase in employment land provision.

14.0 ES Addendum – Noise – January 2019

14.1.1 The need for the provision of ES Addendum on Noise arose following a request from the Planning Inspectorate for the assessment of noise to be included in the Environmental Impact Assessment.

14.1.2 The ES Addendum considered the potential noise impacts and likely effects of the proposed development; specifically, the effects of predicted noise conditions on the proposed development and the effects likely to be generated by the proposed development on noise sensitive receptors within the study area.

14.1.3 The assessment undertaken established the following impacts once any necessary mitigation was specified and taken into account.

Impact	Mitigation / Enhancement	Residual Effect Magnitude	Residual Effect Significance
Construction			
Residential amenity / religous site / ecology	Construction Environmental Management Plan	Minor	Negligible to Minor adverse
Operational			
Residential Amenity	None Required	Negligible	Negligible - Insignificant
Educational Suitability	None required	Negligible	Negligible - Insignificant
Off-site Traffic	n/a	Negligible to Minor	Negligible to Minor Adverse – Low Significance
Building services	None required	Negligible	Negligible - Insignificant
Commercial activities	Detailed layout and building design solution / Noise limiting condition	Negligible	Negligible - Insignificant

15.0 Further information

15.1.1 Please note that copies of the Environmental Statement (Volumes 1, 2 and 3) and ES Addenda are available for view at:

Teignbridge District Council
Development Management
Forde House
Brunel Road
Newton Abbot
Devon
TQ12 4XX

And online at www.teignbridge.gov.uk

15.1.2 The ES Addendum on Noise (January 2019) and revised Non-Technical Summary (Volume 1) can also be viewed online at www.wolboroughbarton.co.uk