TOTNES NEIGHBOURHOOD
MASTERPLANNING OPTIONS
STUDY
KEVCC
OPTIONS REPORT

March 2017

Prepared for Totnes Neighbourhood Plan
Steering Group

TOTNES
NEIGHBOURHOOD
PLAN
1.1 Background

Through the Department of Communities and Local Government Neighbourhood Planning Programme, AECOM has been commissioned to help Totnes Neighbourhood Plan Steering Group to undertake an analysis of the King Edward VI Community College site (KEVICC). In particular, the aim is to tentatively review its potential for redevelopment, in order to contribute towards:

- the funding of a new secondary school and;
- meeting Totnes’ housing need in a sustainable way

The scope is to test options for the site, demonstrating site capacity, for a mix of housing and a new fit for purpose/ refurbished school, should the opportunity arise to secure funding for new school buildings to improve facilities.

1.2 About this report

Study process

The following steps were undertaken to produce this report:

- Site visit and briefing meeting with members of the Totnes Neighbourhood Plan Steering Group and KEVICC management members;
- Urban design analysis and review of the planning policies that development will need to comply with;
- Options drawn up by specialist urban designers;
- Follow-up meeting to discuss options;
- Revision of options to reflect feedback;
- Production of draft report;
- Comments from the steering group;
- Production of final report.

Report structure

Following an initial analysis of the emerging Neighbourhood Plan Vision, the document presents a site constraints plan and a review of planning policies with which the development must comply. An option worthy of further investigation has been selected, which is then tested for transport capacity, in order to get insights on potential accesses and main routes. Finally, the report suggests next steps.
2.1 Emerging neighbourhood plan vision

The emerging Totnes Neighbourhood Plan has a draft vision and set of objectives. These are based on what makes the town so distinctive - the river, its landscape setting, its historic core, its employment opportunities and its cultural and environmental outlook – and the particular challenges that the town faces – unaffordability of housing, development pressure, congestion, access to everyday needs and educational facilities in need of improvement.

The draft vision is detailed and organised under three pillars: Environment, Community and Economy. The potential redevelopment of KEVICC for a housing- and education-led mixed use development would have a role to play in contributing to all of them. More specifically, each theme has a number of objectives, defined as the most important things the plan needs to do to deliver the vision. Any redevelopment of the KEVICC site would be expected to meet the following objectives in particular:

**Environment**
- All new development will minimise environmental impacts and maximise environmental benefits in construction and use.
- All new development will maintain or enhance the quality of the local landscape.
- The Plan will maintain and enhance the provision, quality and diversity of public open spaces in the Parish, including formal and informal space for sport, recreation and play, amenity green spaces and spaces allowing access to the River Dart.
- All new development will maintain or enhance the historic character and heritage of the town.

**Community**
- The Plan will support community asset ownership and community led development as alternative and effective ways of achieving sustainable development.
- A priority of the Plan is meeting local housing needs rather than satisfying demand for housing, including: meeting known needs for housing in terms of size, tenure and affordability and increasing the number of smaller homes to meet the needs of local young and older people.
- All new development will maintain or enhance the services and cultural facilities of the parish.

**Economy**
- A priority for the Plan is to support the training and education needs of the residents of the town and the local economy, especially those for younger people, and knowledge- and skills-based enterprise.

The Plan also has three cross-cutting themes with their related objectives:

**Transport & Movement**
- Support reducing the likelihood of travel through the location, nature and design of development, and also making best use of more sustainable modes, contributing to a more sustainable and effective local transport network for the town and its hinterland;
- Will prioritise walking and cycling as the preferred modes of transport within the town whilst ensuring that the needs of those unable to use these modes are met;
- Will also prioritise the use of public and community transport as alternative more sustainable modes of transport;
- Ensure that the use of existing car parking and provision of new car parking best supports both the local economy and the needs of residents and visitors, and the use of more sustainable modes and use of transport.

**Health & Wellbeing**
- Maintain and enhance the wellbeing of all residents, employees and visitors, recognising that this is already a distinctive positive feature of Totnes;
- Encourage and support measures to reduce the impact of vehicular traffic on the local environment, and on health, wellbeing and amenity.

**Community Led & Owned**
- Support community-led development and community asset ownership as locally important ways of achieving sustainable development;
- Support alternative economic models such as re-localisation, and social- and community-supported-enterprise as important dimensions of the local economy;
- Identify and promote sustainable neighbourhoods within the town so that communities can meet more of their needs within their local neighbourhood.

2.2 Planning policy

The policies that new housing will need to take in account are principally taken from the South Hams Local Development Framework. It involves a number documents adopted by South Hams District Council, including the Core Strategy (2006), Affordable Housing DPD (2008), Development policies DPD (2008), Totnes site allocation (2011) and Open Space Supplementary Planning Document (2006) that contain policies to manage development in the District. For example, the options in the following pages comply with the following standards:

- All development will display high quality design which, in particular, respects and responds to the South Hams character in terms of its settlements and landscape.

- Be based on a good understanding of the context of the site, and contribute positively to its setting by enhancing the local character, taking account of the layout, scale, appearance, existing materials and built and natural features of the surrounding area;

- Development should provide priority to pedestrians, cyclists and users of public transport, over the private car. This will be achieved, in part, through the creation of links between new development and existing pedestrian, cyclist and public transport networks.

The emerging Thriving Towns and Villages consultation booklet has also been analysed. This consultation document is about the land in Plymouth, South Hams and West Devon (excluding Dartmoor National Park) and gives indication regards to:

- Potential development land over the next 20 years;
- The role of Towns and Villages;
- The role of Neighbourhood Planning
- Communities, Infrastructure, Natural Environment and other issues

Eventually, it will represent “a single strategy for the area entitled the Plymouth and South West Devon Joint Local Plan”. Within the Committed and Potential sites for allocation, it includes 130 dwellings in site B and C. Likewise, the Totnes Site Allocations Development Plan Document (2011), proposes (Proposal T2:
KEVICC) a mixed use development, in study areas A, B and D (see section 2.3 below) with 130 dwellings and enhanced education and sports facilities for the town. In this scenario, the Sheepfield site (D) has been allocated for 20 dwellings taking in account the sites constraints.

2.3 The KEVICC site

The KEVICC site consists of 5 study areas (measuring in total about 18.50 ha):

- the Upper school site (A),
- the lower school site (B),
- the Sheepfield site (C),
- the athletic pitch on the upper school site (D) and,
- the magistrates court site (E).

These are showed in the figure 2.1 at the following page.

The Upper and the Lower school sites comprise approximately 16 ha, and are divided by the A385. The Upper site consists mainly of the school facilities, including the sixth-form building, sport pitches and the Ariel Centre. The latter, is a key part of the town and though possibly not used to its full extent, provides a significant theatre and arts space valued by the local community. The upper site is framed to the northwest by an area of marshland and woodland, while the southern boundary is characterised by generous detached houses accessed via Barrack Hill. To the east, the site is bounded by the A385 Ashburton Road and a very dense bund of planting, whereas the land use to the west is largely open fields.

The lower school site accommodates the Totnes School of dance, sports fields including an artificial pitch and a small area of woodland next to the river Dart.

The remaining three sites are essentially unused land/buildings (as illustrated the pictures on page 8).
2.4 Site analysis

Drawing on previous material provided on the site, a high-level site assessment has been undertaken, in order to highlight any constraints to the potential development of the site.

In terms of topography, the site is characterised by different height levels, creating a dynamic sequence of environments.

The site lies outside of the Totnes Conservation Area boundary and there are no listed buildings within its boundaries. Flood risk is relatively low, with only a small fringe of the site, to the eastern boundary within flood risk zone 3.

The presence of woodland areas, A and B grade trees and hedgerows, which are likely to be wildlife corridors; will require a sensitive design approach for any future development of the site. Any proposals, should also take into account a number of service utilities corridors, including gas, electricity and combined sewer, which run through the site.

The Sheepfield site is within the Totnes Area of Archaeological Potential, and it is characterised by a long distance view toward the Totnes Castle.

The football pitch site has fewer constraints in terms of development, but it is located outside the Totnes Neighbourhood Plan area, so any future proposal should be discussed with the Dartington relevant body.
3.1 Evolving options

On the basis of the constraints plan, a set of options for the KEVICC site have been developed and discussed with the Totnes NP Steering Group and members of KEVICC management committee. In particular, the following options were produced:

Lower density and new school on the lower site (fig. 3.1)
This option allocates approximately 10 ha for a new school complex across the lower and half of the upper site. The majority of the school facility, including the Ariel Centre, could be integrated into the new school. The remaining land, including the Kennicot, building on the upper site is released for residential development.

Higher Density and reduced size school (fig. 3.2)
This option allocates approximately 8.85 ha for a new school complex across the lower and part of the upper site. The Ariel centre could be integrated in the new school, and the remaining land on the upper site is released for residential development (7.45 ha), providing about 240 units with a density of 32 dph, and a number of formal open space/amenity areas for a total of 2.21 ha.

The houses are characterised by a mix of small (1-2 bed) and large (3-4 bed) units, alongside with 1-2 bed apartments building (Kennicot building). Three potential main access to the sites, two vehicular and one pedestrian only.

Reducing the existing school and housing on the lower site (fig. 3.3)
This option reduces the dimension of the existing school at about 5.50 ha, located only on part of the upper site. The majority of the school facility, including the Ariel Centre, could be integrated in the new school. The remaining land is allocated for residential development and sports pitches provision. In particular, the provision of amenity spaces / sport pitches is 4.20 ha, while the residential development is of 8.90, providing about 267 units with a density of 30 dph. The houses are characterised by a mix of small (1-2 bed) and large (3-4 bed) units, alongside with 1-2 bed apartments building (Kennicot building).

Three potential main access to the sites, two vehicular and one pedestrian only.
3.2 Concept for further investigation

As result of the workshop and the feedback received from the attendees, a concept worthy of further investigation has been selected and is shown here as a concept plan.

The concept plan explores how it might be possible to:

• Rationalise the land allocated to the College and its sports pitches, providing a new, innovative and fit for purpose school of about 8.85 ha. The new school plot will involve the entire lower site and part of the upper site.

• Release land to residential use (7.45 ha) in order to provide funding for the new school development and accommodate growth.

The plan takes a sensitive approach to enhancing the environmental assets of the site, keeping and preserving the existing woodland and providing additional formal/informal open space. The land allocated for residential use amounts to 7.45 ha, which could provide about 240 homes at a density of 32 dph. The houses are characterised by a mix of 1-2-3 and 4 bed units, guided by the Totnes housing requirements.

The Ariel centre has been retained, integrated in the new school facilities. The sixth form building (Kennicot building) has been kept and converted in 1-2 bed apartment building, but it could also be considered as community leisure centre, making better use of the adjacent formal open space.

A generous amount of amenity space and play areas (2.41ha) serves the masterplan, providing a vibrant and dynamic environment.

Three access points to the site have been provided and will be tested by the following transport assessment, alongside with a comprehensive roads network.

Alternative options have been developed and attached as Appendix A for the Sheepfield and the sport pitch site.

Figure 3.4 - Wider Concept Plan
3.3 Design principles

The plan has been the result of a high level sensitive approach to the site based on the following design principles:

**Green Infrastructure and open space Network (fig. 3.5)**
The plan is characterised by a variety of open spaces, different in typology and size and which build on the existing environmental assets. Each small neighbourhood has its amenity/play space area, except for the land adjacent to the sixth form building which is considered to be a more quieter space for the whole community. The main open spaces are within walking distance in order to make the green network easily accessible to everyone.

The following precedent examples are showed to give an impression of what these spaces might look like.

**Precedent examples**

![Figure 1.1 - KEVICC site Study Area Boundary](image1)

![Figure 3.5 - Green infrastructure and open space network](image2)
**New school (fig. 3.6)**

The land that could be allocated for the school is approximately 8.85 ha across the lower and part of the upper site. The school will keep its access to the river Dart, making use of the river for educational/recreational activities. The main link between the two sites is the pedestrian bridge over the A385, which could potentially be improved.

The Ariel Centre is shown as integrated in the new design, but it could eventually be re-provided and integrated with the new school complex on the lower site.
Homes with Gardens (fig. 3.7)

The residential units provided by the preferred option are 240 including a mix of 1-2-3-4 bedroom units, with the opportunity of 1-2 bedroom flats and duplexes. Their character is in line with local historic and modern examples, presenting a minimum of 10 meters back garden length and a minimum of 2 meters front garden length.

Due to its historic value for the local community the sixth form building, known as the Kennicot building, has been preserved and converted into 1-2 bed apartments complex, becoming an important landmark for the new community.

Precedent examples
Access and Road Network (fig. 3.8)

Further to the AECOM transport assessment, the option only shows 3 access points to the site, of which one is pedestrian (n.3 in figure 3.8) and two are vehicular (n.1-2 in figure 3.8). The roads network builds on the existing roads and accesses. While some of the existing streets might be in need of improvements the new roads through the site will include a green verge and landscaping to enhance the rural character of the site.

Precedent examples

Figure 3.8 - Access and roads network
4.1 Introduction

Access can be a particular constraint on development, so an AECOM transport planner undertook a high level review to inform the proposals.

The KEVICC School is split into two sites either side of the A385, one of the main routes into Totnes. It is proposed to move all of the educational uses onto the southernmost riverside parcel, leaving some parking on the northern site, but freeing up the rest of the land for residential development.

The Technical Note (TN) seeks to address two main issues in relation to capacity and access. It will therefore provide details of the likely vehicle trip generation of the proposed uses, the current highway and sustainable transport in the immediate area and a synopsis of the opportunities and constraints faced by the development of the site for residential uses.

4.2 Overview of potential vehicular development trips

The concept option shows that about 240 units could be accommodated on the site. The tenure and mix of unit types is at this time unknown. However in order to understand the potential number of trips generated by the development a high level calculation has been undertaken, using a number of assumptions.

In order to understand the potential number of vehicular trips generated by residential development the industry standard has been selected using the following parameters:

- Mixed private (Flats and Housing)
- Sites excluded within London, Greater London, Ireland, Scotland and Wales
- Multi modal surveys
- Sites between 100 and 400 units
- Sites with a weekday survey
- Sites surveyed between 2008 and 2016

The resulting trip rates for vehicles in the AM and PM peaks and for a day (07.00 – 19.00) are presented in Table 1.

<table>
<thead>
<tr>
<th>Time</th>
<th>Arrivals</th>
<th>Departures</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:00-09:00</td>
<td>0.162</td>
<td>0.448</td>
<td>0.61</td>
</tr>
<tr>
<td>17:00-18:00</td>
<td>0.363</td>
<td>0.212</td>
<td>0.575</td>
</tr>
<tr>
<td>Daily Trip Rates</td>
<td>2.515</td>
<td>2.597</td>
<td>5.112</td>
</tr>
</tbody>
</table>

Table 1: Trip Rates

Table 2 presents the potential number of vehicle trips generated by the site in the AM and PM peaks. Table 2 summarises that a total of 145 two way trips are potentially generated in the AM peak and 137 in the PM peak.

<table>
<thead>
<tr>
<th>Time</th>
<th>Arrivals</th>
<th>Departures</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:00-09:00</td>
<td>39</td>
<td>107</td>
<td>145</td>
</tr>
<tr>
<td>17:00-18:00</td>
<td>86</td>
<td>50</td>
<td>137</td>
</tr>
<tr>
<td>Daily</td>
<td>599</td>
<td>618</td>
<td>1,217</td>
</tr>
</tbody>
</table>

Table 2: Generated Trips

It should be noted that the sites chosen were not identified as having travel plans, therefore some reductions to this number could be made further into the planning process. The introduction of travel planning measures will be key to reducing the number of trips at the site.

4.3 Overview of the surrounding highway

This section will include a review of the highway immediately surrounding the site. It will focus on the A385, Redworth Junction, A381 and Barracks Hill.

A385

The site is bordered on its southern most side by the A385. The A385 is a main route into and through Totnes linking it with the A38, Dartington and destinations within Torbay such as Paignton and Torquay.

The A385 is a busy two lane road which is a designated urban clearway and has a 30mph speed limit, although at peak times / school arrival and departure times the speed limit is reduced to 20mph, as shown in Figure 1.
Figure 2. any development on this site would therefore be most likely be subject to an Air Quality Assessment.

Redworth Junction is a three arm signalised junction, with pedestrian facilities located at the convergence of the A385 and the A381 (Western By Pass). The junction is known locally to be very busy, especially at peak times.

The Totnes Transport Strategy (2012) investigated in detail opportunities to improve traffic flow at this junction. The options included:

• The introduction of signalised pedestrian and cycle crossings on the southern approach.
• A roundabout layout at Redworth junction, combined with a system of left-in/left-out access along the A385 Station Road between Redworth junction and the Coronation Road roundabout junction.
• A refresh of the traffic signal controls at Redworth junction and coordination of these signals with the adjacent signalised junction.

It is not clear at present whether any of these improvements have been made on site, and further investigation in this regard should be undertaken.

Figure 3: Redworth Junction

A381

The A381, also known as the Western By Pass is a two lane road which changes to a three lane (two north bound) after the junction with Barracks Hill. It has a speed limit of 30 mph.

The Western By Pass links destinations such as Kingsbridge and the A38 at Avonwick, with its link to Plymouth Road.

Barracks Hill / A381 junction

Entry to Barracks Hill from the South is by way of a right turn filter lane. The actual junction has a width of 6.1m and good visibility as shown in Figures 4 and 5.

Barracks Hill

Barracks Hill at the junction with the A381 is a standard 2 lane road with a width of 6.4m. It then narrows after the access to Copland Meadows to a more rural road which is single track with passing places, as shown in Figures 6 and 7. There are double yellow lines along its length.

There is a footway at the junction with the A381, this tapers to an end at the junction with Copland Meadows. Pedestrian access to the KEVICC sixth form is located off this road.
4.4 Sustainable linkages

Public Transport

The Totnes Transport Strategy states that the bus network in Totnes consists of the convergence of routes. Bus services are provided along key corridors such as the A385. There are bus stops on either side of the A385 in the vicinity of the site, due to the proximity of the school. The bus services available from the stops on the A385 are detailed in Table 3.

<table>
<thead>
<tr>
<th>Service Number</th>
<th>Destinations</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>88</td>
<td>Newton Abbot – Ashburton – Buckfastleigh – Totnes</td>
<td>every 30 mins Mon – Sat</td>
</tr>
<tr>
<td>88C</td>
<td>Newton Abbot – Ashburton – Buckfastleigh – Totnes – South Devon College</td>
<td>every 30 mins on Bank Holidays</td>
</tr>
<tr>
<td>145</td>
<td>Totnes – Berry Pomeroy – Marldon – Torquay</td>
<td>2 hourly Sunday and Bank Holidays</td>
</tr>
<tr>
<td>110</td>
<td>Totnes King Edward VI School – Forehole – Torquay</td>
<td>periodically throughout the day</td>
</tr>
</tbody>
</table>

The site is approximately 1,000m from Totnes train station providing mainline and direct services to Plymouth, Cornwall, Exeter, Newton Abbot, London and the North of England.

Walking and Cycling

Walking links are good close to the proposed site on the A385; there are reasonably sized footways and a footbridge that transverses the A385 (Figure 8). The Redworth Junction offers signal controlled facilities for pedestrians.

There are no footways on Barracks Hill, beyond the junction of Copland Meadows. Pedestrians therefore walk on the highway. Cycling is a realistic mode for journeys of less than 5km, Totnes centre is situated approximately 1.5km away which is well within comfortable cycling distance, there are however no designated cycle routes close to the site.

Accessibility

The site is very sustainably located due to its proximity to the town centre. The Chartered Institute of Highways and Transportation (CIHT) “Guidance for Providing Journeys on Foot” identifies that 2km is the preferred maximum distance that people will walk for commuting or education purposes. These trip purposes constitute a significant volume of peak hour trips from residential developments.

Totnes town centre is approximately 1.5km away from the site with a walking time of approximately 16 minutes. Public transport services are also easily accessible from the site. There are two bus laybys on the A385 and the train station is well within walking distances.

4.5 Comment on the highway opportunities and constraints

Capacity

The Totnes Transport Strategy outlines the issues faced with highway capacity on the network in Totnes. Careful consideration will need to be given to the treatment of development trips and the promotion of sustainable travel to and from the site. Capacity testing will need to be undertaken at the Redworth Junction and most likely at Shinners Bridge and The Coronation Road Roundabout. This testing will endeavour to identify any spare capacity and optimise signal timings (at the signal junctions) to increase efficiency.

It may be possible to increase efficiency at the junction through the implementation of different signal timings, linking signals or widening highway if appropriate. These will need to be investigated with the Highway Authority through the planning application process.

Access – Vehicles

In terms of highway access, the most appropriate access is off the A385 shown as point 1 on the masterplan (Appendix A). However, this may be challenging at peak times given the proximity of the Redworth Junction and the volume of traffic on the A385. Options of signalisation could be investigated; however any signals will need to be linked with the Redworth Junction, using signal optimisation software such as SCOOT or MOVA, for example.

An access at Point 2 on the masterplan will be best suited to pedestrians and cyclists. It is too close to the Redworth Junction to provide an access for large number of vehicles, however some limited movements could be permitted. It also is narrow with limited visibility.

Vehicular access at point 3 on the masterplan is possible, but its proximity to the Junction of the A381 and Copland Meadows will require careful treatment.

Vehicular accesses at point 4 off Barracks Hill may not be appropriate given the nature of the road and the level differences between the highway and the site. Barracks Hill is also narrow in places which could preclude the introduction of a vehicular access.

Access - Pedestrian and Cycle

Pedestrian access is good at the current site access, with reasonable size footways on both sides of the A385. A bridge currently connects the school sites, across the A385. The access ramps to the bridge are stepped however, and are therefore not DDA compliant.

Pedestrian links are good through the Redworth Junction with signal controlled crossing points allowing access to the town centre and shops. A pedestrian access at point 3 is a possibility, as the access would connect to a footway.
Access to Barracks Hill is a challenge due to gradient, there is a current access to the sixth form at KEVICC, shown in Figure 9, which is steeply stepped.

There are no footways on Barracks Hill, close to point 4, careful treatment of the point where the access meets the highway will need to be undertaken to ensure pedestrians are not stepping out onto live carriageway without warning (Figure 10). The width of Barracks Hill would preclude the installation of any footway.

Summary

This TN consists of a high level review of the transport network in the vicinity of the northern site of the KEVICC School in Totnes. The site is being considered for development for residential uses. The level of development and the resulting trips have been examined and the potential number of trips calculated. The highway and sustainable travel networks have been reviewed in their current context and with consideration of the impact of the potential development.

It is concluded that the site can be considered highly accessible by sustainable travel; however highway access solutions will need careful consideration and further work will be required. Potential solutions include signal optimisation and the implementation of sustainable travel initiatives.

Next Steps

- Investigation of improvements committed or completed on the A385
- Traffic Counts to ascertain flows on A385 / Redworth Junction / Barracks Hill
- Development of a trip generation and distribution scenario model
- Modelling of development scenarios to understand the level of development that can be potentially accommodated on the highway.
- Preliminary junction designs to accommodate potential development traffic

The neighbourhood plan can only include land use policies that guide applications that constitute ‘development’. Where public realm improvements require planning permission the neighbourhood plan can include criteria-based policy and principles that guide future change within the neighbourhood area. In addition, where a Highways matter does not constitute planning policy the outputs of this study can be shared with the Highways Authority to help influence future improvement works.
5.1 Next Steps

This document has presented a potential high-level concept plan for the KEVICC site. It has been prepared to inform the neighbourhood planning process, and a key next step will be for the proposals to be included, as appropriate, in the emerging Neighbourhood Plan.

Before this, a preferred option will need to be agreed with the KEVICC Trustees and the wider community.

Conversations should also take place with those responsible for producing the Dartington Neighbourhood Plan, particularly with regard to the sports field which lies in Dartington Parish, and also the Dartington Hall Trust, which owns land in the area.

If the relevant parties are in agreement with the broad principles of the redevelopment, attention should also turn to funding and delivery mechanisms.

It may also be necessary to prepare a more detailed masterplan and implementation strategy, which might include the following objectives:

- A comprehensive masterplan of the whole site, taking into account environmental, historic and economic constraints.
- A review and a prediction of the size and facilities needed by a new, fit for purpose school in order to satisfy the needs of the whole community.
- An economic assessment of the masterplan and the land released for housing in order to calculate the potential economic funding for the new school.
- An integrated street and access strategy which explores in depth the potential access to the site and the existing roads in need of improvements.
- A detailed landscaping strategy which includes play areas and innovative forms of public open recreation areas.
- A feasibility study into the most appropriate way to provide enhanced performing arts facilities.

The proposals can then be promoted through the Plymouth and South West Devon Joint Local Plan and reviewed in light of the relevant development policies.

5.2 Recommendations

Section 3 of this study provides Concept Plan Option and Design Principles that should be pursued further in discussion with: the Local Planning Authority; landowners; and other local stakeholders/delivery agencies. The design principles and preferred option can be transposed into statutory policy within a neighbourhood plan or permitted development as part of a Neighbourhood Development Order (s)¹. It is recommended that the Steering Group consider the merits of the following:

- Vision and objectives – the masterplanning study has drawn out a series of possible options for the future of the area. Where there is public support for some of the ideas contained herein, the Steering Group should consider weaving the outputs into the neighbourhood plan vision and objectives.
- Site specific allocations - focussed on the main opportunity sites and including associated policy related to land uses, quantum of development, configuration and design.
- General area-based policy - that makes explicit support for growth, education and housing design and local character (e.g. materials) and environmental policies related to open space and playing pitches. The development options provide an indication of where landscaping and open space may be appropriate. Existing green space should be considered for the Local Green Space Designation where they are locally valued and can be incorporated into future redevelopment of the area.
- Thematic policy - such as a design-based policy addressing place making, urban design and local character (e.g. materials) and environmental policies related to open space and playing pitches. The development options provide an indication of where landscaping and open space may be appropriate. Existing green space should be considered for the Local Green Space Designation where they are locally valued and can be incorporated into future redevelopment of the area.
- Infrastructure – to complement statutory policy it is good practice for the neighbourhood plan to consider implementation. Many neighbourhood plans include schedules of infrastructure (social/green/physical e.g. play areas) and emerging community projects in a delivery chapter at the end of the plan. Transport improvements listed in section 4 could be incorporated within the schedule (e.g. new paving, green infrastructure, cycle ad pedestrian links etc.) Recognising these elements in this way could help to lever in funding in the future from external funding (e.g. Heritage Lottery Fund), s106 planning obligations, ‘meaningful proportion’ of the Community Infrastructure Levy and transport works carried out by the Council.

In addition to the neighbourhood plan, the masterplanning study can be used to initiate discussions with the Local Planning Authority and help to influence planning applications and Council-led initiatives.

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APPENDIX - Alternative layouts for the Sports pitches and Sheepfield sites

Sports Pitches Site - Option 1
Lower density

Red line boundary: 1.40 ha
Number of units: 35
Density: 25 dph
Typology of houses: mix of 2-3-4-5 bed semi-detached houses

Key
- Residential
- Frontages
- Open Space
- Play area
- Main Road
- Access
Sports Pitches Site - Option 2
Higher density

Red line boundary: 1.40 ha
Number of units: 49
Density: 35 dph
Typology of houses: mix of 2-3-4-5 bed semi-detached houses + apartment building
**Sheep field Site - Option 1**

Lower density

Red line boundary: 0.84 ha  
Number of units: 16  
Density: 19 dph

Typology of houses: mix of 2-3-4 bed semi-detached houses

**Key**  
- Residential  
- Frontages  
- Open Space  
- Play area  
- Main Road  
- Access
Sheep field Site - Option 3

Higher density

Red line boundary: 0.84 ha
Number of units: 25
Density: 30 dph

Typology of houses: mix of 2-3-4 bed
  semi-detached houses + 1-2 bed apartment building

Key
- Residential
- High density
- Residential (apartments building)
- Frontages
- Open Space
- Main Road
- Access
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In a complex and unpredictable world, where growing demands have to be met with finite resources, AECOM brings experience gained from improving quality of life in hundreds of places. We bring together creative, technical and management specialists to work on projects at every scale. Our Europe teams belong to a worldwide network of 100,000 staff in 150 countries. Through 360 ingenuity, we develop pioneering solutions that help our clients to see further and go further.