

Appendix 1

APPENDIX 1

- Bishopsteignton Parish Council
- British Horse Society
- Council for the Protection of Rural England – Devon Branch
- Confederation of Passenger Transport
- Countryside Agency
- Devon & Cornwall Constabulary
- Devon & Cornwall Business Council
- Devon Archaeological Society
- Devon Conservation Forum
- Devon Fire & Rescue Service
- Devon Wildlife Trust
- English Heritage
- English Nature – Devon Team
- Environment Agency
- Eurobell/Telewest Broadband
- Federation of Small Businesses
- First Western National Buses
- Frieght Transport Association
- Haccombe-With-Combe
- Harleyford Aggregates Ltd, Zig Zag Quarry
- Teignbridge District Council
- Teignbridge Healthcare Trust
- Highways Agency
- Kingskerswell & District Conservation Society
- Kingskerswell Parish Council
- National Farmers' Union
- Newton Abbot Civic Society
- Ordnance Survey
- Paignton Hotels & Caters Association
- Pedestrian Association (Living Streets)
- Railtrack, Great Western (now Network Rail)
- Royal Society for the Protection of Birds
- Shaldon Parish Council
- South West Tourism
- South West Trains Ltd
- Stagecoach
- SURF Telecoms Limited
- Sustrans Ltd
- The Ramblers Association (Devon Area)
- The South West Regional Assembly Provincial Employers Local Government Association
- Torbay & South Devon Friends of the Earth
- Torquay Chamber of Trade and Commerce
- Transco
- Wessex Trains
- Western Power Distribution
- Woodland Trust

Environmental Impact Tables

ENVIRONMENTAL STATEMENT

Table A: Appraisal Groups
Group 1: Local People and their Communities

SUB GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO MINIMUM	COMMENTS
RESIDENTIAL	Properties demolished	Number	11 no.	No Change	9 no. are owned by Devon County Council of which 7 no. are unoccupied and are boarded up.
	Land take (Agricultural Land & Urban Land)		48.64 ha	No Change	Landscape areas are included. Agriculture land excludes 0.41 ha returned to agriculture, site compounds (3.22 ha), which are also returned to agriculture and 0.8ha south of Stadium Drive. The Urban land east of the mainline railway and north of the Aller junction (including private gardens to properties on St Luke's Road and Aller Park Road) 7.64 ha is included.
	Noise effects on properties within 300m (984ft) of new road due to traffic.	No. of properties experiencing an increase of: more than 15 dB (A) 10-15 dB (A) 5-10 dB (A) 3-5 dB (A) 1-3 dB (A)	 0 260 0 0 568	 0 0 0 558	The changes in noise are the difference between the forecast for the Scheme design year 2026 and the baseline (year 2000). The units are dB (A) _{L10 18 HR}
		No. of properties experiencing a decrease of: more than 15 dB (A) 10-15 dB (A) 5-10 dB (A) 3-5 dB (A) 1-3 dB (A)	 0 385 0 333 591	 0 0 0 0	The changes in noise are the difference between the forecast for the Scheme design year 2026 and the baseline (year 2000). The units are dB (A) _{L10 18 HR}

SUB GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO MINIMUM	COMMENTS
		No. of properties likely to be eligible for insulation against RTN.	18	None	A preliminary assessment has identified a number of properties close to the works, which would be affected by Construction noise. Some properties may be eligible for construction noise insulation.
	Disruption due to Construction	No. of properties affected	806	No Change	Includes properties at sites remote from the boundary of the Scheme eg: properties adjacent to the St Marychurch Road/Aller Brake Road junction improvement. The properties (283 number) remote from the main Scheme boundary are subject to Slight disruption.
	Adverse Visual Impact	No. of properties experiencing: Substantial Moderate Slight No Change	 43 47 265 575	 No Change No Change No Change No Change	Visual impact at 15 Years after opening in both summer and winter.
	Beneficial Visual Effect	No. of properties experiencing: Substantial Moderate Slight	 0 0 70	 No Change No Change No Change	Visual impact at 15 Years after opening in both summer and winter.
	Severance				
	a) Relief to existing		Substantial reduction to traffic through Kingskerswell will have a significant beneficial effect.	None. Severance will remain	Reduction of traffic by 71% (98% reduction in through traffic) along the existing A380 in Kingskerswell.
	b) Imposition of new		None	No change	
	Air Quality	No. of properties within 200m of the centreline subject to an increase in Air Pollution above EC, US, and WHO Quality Standards.	None	None	None of the predicted future concentrations for the Do-Minimum and Do-Scheme scenarios have predicted exceedances of the air quality objectives and standards for human health.

SUB GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO MINIMUM	COMMENTS
INDUSTRIAL PREMISES	Land take	Ha	0	0	
	Disruption during construction.	No.	2 – Slight adverse	0	Entrances to the Royal Aller Vale Quarry and Zig Zag Quarry.
COMMERCIAL PREMISES					
Name	Severance	Ha	No Change	No Change	
McDonalds Restaurant	Land take	No.	None	None	
	Disruption during construction		1 – Moderate adverse	No Change	Disruption to vehicle access, noise and dust during construction of box culvert.
Name	Severance		No Change	No Change	
Sainsbury's Superstore and PFS	Land take	Ha	None	None	
	Disruption during construction	No.	1 – Moderate adverse	No Change	Disruption to vehicle access, noise and dust during construction of box culvert.
Name	Severance				
Barn Owl	Land take	Ha	No Change	No Change	
	Disruption during construction	No.	None	None	
			1 – Moderate adverse	No Change	Disruption to vehicle access, noise and dust during construction of Aller junction.
FARMING	Agricultural Holdings affected by land take	Number	5 no. commercial farm holdings 6 no. non commercial farm holdings (total 21 holdings)	No Change	Slight adverse impact on agricultural business.

SUB GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO MINIMUM	COMMENTS
COMMUNITY FACILITIES Penn Inn Roundabout subways	Visual Impact		Slight adverse (Yr 15)	No Change	Visual impact from the Penn Inn Flyover at 15 years after opening in both summer and winter.
Public Open space Sandringham Drive	Visual and Tranquillity Effect Noise Impact		Slight adverse (Yr 15) Decrease between 1-3dB	No Change	A380 largely screened by existing trees on A380 embankment which would also screen Penn Inn flyover. Existing screen will increase over time. Low noise surface used throughout Scheme
Footpath No. 45	Visual and Tranquillity Effect Severance		Slight adverse (Yr 15) Footpath would be permanently severed at the eastern boundary of Sainsbury's store and A380 Torquay Road.	Difficulty crossing A380 due to traffic volumes	Views of Penn Inn flyover at 15 years after opening in both summer and winter. A permanent diversion would be implemented via the subways at Penn Inn.
Community Centre Buckland	Visual Impact Noise Impact		Slight adverse (Yr 15) Decrease 1-3 dB (A)	No Change	Possible views of vehicles on Penn Inn flyover above / through immature trees on embankment. Low noise surface used throughout Scheme
St Luke's Church	Visual Impact Noise Impact		No Change (Yr 15) Increase 1-3 dB (A)	No Change	 Low noise surface used throughout Scheme
Church of Jesus Christ the Latter Day Saints	Visual Impact Noise Impact		No Change(Yr 15) Decrease of 1 dB (A)	No Change	 Low noise surface used throughout Scheme

SUB GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO MINIMUM	COMMENTS
Churchway Lane	Visual and Tranquillity Effect Severance		Slight adverse (Yr 15) The lane would be permanently severed when the Scheme is constructed.	No Change	A new length of agricultural track/bridleway to be provided immediately west of the bypass to connect remaining section of Churchway Lane to Huxnor Road/Yon Street.
Playing Fields Manor Drive	Visual and Tranquillity Effect		No Change (Yr 15)	No Change	Construction of off-line drainage channel alongside children's play area would cause substantial visual impact but would have little affect once completed.
St. Mary's Church, Kingskerswell	Visual Impact Noise Impact		No Change (Yr 15) Increase of 11 dB (A)	No Change	Visual effect on the churchyard during construction and in year 1 of Operational Phase.
United Reform Chapel, Yon Street, Kingskerswell	Visual Impact Noise Impact		No change Increase of 24 dB (A)	No Change	No views from building
Methodist Church	Visual Impact Noise Impact		Slight adverse (Yr 15) Reduction in noise level	No Change	No visual benefit from traffic reduction from A380.
Kingskerswell Primary School	Noise Impact		Decrease of less than 1 dB (A)	No Change	
Health Centre	Noise Impact		Increase of less than 1 dB (A)	No Change	
Footpath No. 36 and 262	Visual and Tranquillity Effect		Moderate Adverse (Yr 15) Footpath No. 36 is severed and an alternative route provided along the toe of the embankment of the Scheme.	No Change	Footpath No. 262 remains as access to the extended wetland habitat to be provided between the Scheme and railway.

Table A: Appraisal Groups
Group 2: Travellers

SUB GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO MINIMUM	COMMENTS
TRAVELLERS' AMENITY					
a) Vehicle users	Drivers Stress		Low	High	Driver stress is defined as the adverse mental and physiological effects experienced by a driver traversing the route.
	View from Road		Scenic/ Agricultural	No Change- Residential	Nature and extent of views would as the highway planting matures. Extent of views would reduce over time, but there would be corresponding increase in the extent to which the road and traffic would be screened from the surrounding countryside.
	Disruption during Construction		High. Delays will occur but these would be kept to a minimum by contractual requirements to keep two way open at all times	No Change	
b) Pedestrians/ Cyclists/Equestrians	Change in Amenity		Between Penn Inn and Aller pedestrians will be restricted to the footway on the bus route/access road to the east of the new A380. Footpath No. 45 will be diverted through the subways at Penn Inn. Elsewhere on the existing A380 pedestrians will not be affected. At the south end of the Scheme FP No. 36 is also diverted where the Bypass severs it.	Pedestrian facilities difficult due to traffic flows	
	Severance (New)		Two Public Footpaths would be severed by the Scheme. These are FP45 near Penn Inn and FP36 near Parsons Bridge, just north of the Torbay Ring Road. Churchway Lane, used by walkers, cyclists and equestrians would also be severed. Severed footpaths are to be diverted. Between Penn Inn and Aller pedestrians would use the pedestrian/cycle/bus route incorporating Addison Road to the entrance of Aller Vale Quarry.	Severance will continue in areas remote from crossing facilities	

SUB GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO MINIMUM	COMMENTS
Cyclists	Change in Amenity		Cyclists would use the bus route/link road between Penn Inn and Aller. South of Aller cyclists would use the existing road through Kingskerswell, which benefits from reduced traffic flows.	Despite the on road cycle facilities in both directions on the existing A380 between Penn Inn and Kerswell Gardens, a low number of cyclists use this route due to the high traffic flows and resultant dangers.	
TRAVELLERS' SAFETY	Reduction in Casualties		High Growth Low Growth		Figures indicate the probable total reduction in casualties over the 30 year assessment (2011-2040)
a) Vehicle Users' Safety	Fatal	Number	8	9	
	Serious	Number	109	119	
	Slight	Number	1229	1336	
b) Pedestrian Safety			Pedestrian safety will increase as the traffic in Kingskerswell reduces by 71% (98% reduction in through traffic)	No Change	
c) Cyclists' Safety			Cycle safety will improve as cyclists are segregated from the carriageway and traffic flows in Kingskerswell decrease.	No Change	

Table A: Appraisal Groups
Group 3: The Cultural and Natural Environment

SUB GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO MINIMUM	COMMENTS
HERITAGE	Effect on buildings				
St Mary's Church, Kingskerswell	Setting	No.	1	No Change	Grade II Listed building of national importance
United Reform Church, Kingskerswell	Setting	No.	1	No Change	Grade II Listed building of regional or county importance
Four headstones in St Mary's churchyard	Setting	No.	1	No Change	Grade II Listed buildings of regional or county importance
Foredown Farmhouse, Kingskerswell	Setting	No.	1	No Change	Grade II Listed building of regional or county importance
Rock House, Kingskerswell	Setting	No.	1	No Change	Grade II Listed building of regional or county importance
Tor Hill Cottage, Kingskerswell	Setting	No.	1	No Change	Grade II Listed building of regional or county importance
Dobbin Arch and Rose Hill Railway Bridges	Setting	No.	2	No Change	Grade II Listed structures of regional or county importance
ARCHAEOLOGY	Effect on sites				
Kerswell Down and North Whilborough Common	Setting and Noise	No.	1	No Change	Scheduled Monument (Part) SM 36029 01 & 02)
Iron Age/Romano-British site at Aller	Removal	No.	1	No Change	County or Regional Importance
Medieval building off Edginswell Lane	Removal	No.	1	No Change	Local Importance

SUB GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO MINIMUM	COMMENTS
NATURE AND LANDSCAPE					
a) Area of Great Landscape Value	Landscape Effects		Scheme encroaches into an Area of Great Landscape Value, of approximately 1ha at Edginswell.	No Change	
b) Kingskerswell village Conversation Area	Landscape Effects		Scheme borders the proposed extension to the Kingskerswell village Conservation Area.	No Change	
c) County Wildlife Sites	Nature Conservation Effects				
Ford Fields CWS		ha	2.08	No Change	Includes 1.21 ha temporarily lost to site compound and access track.
Yannon Lane Fields CWS		ha	2.63	No Change	Field studies indicate Cirl bunting territories outside CWS.
Kerswell Down and Whilborough Common CWS		ha	0.93	No Change	
Edginswell Farm CWS		ha	1.79	No Change	Includes 0.8ha incorporated in the Scheme as a Wetland area.
					There are also three potential CWS and two Local Wildlife Sites affected by the Scheme
d) Protects Species Otter Badger Bats Barn Owl Migratory Fish (Atlantic Salmon)	Nature Conservation Effects		Effects on protected species relate to loss and severance of habitat and potential for road casualties. The Scheme has been designed to minimise the effects as far as possible.	No Change	Mitigation includes the provision of safe crossing points such as badger and otter tunnels and bat culverts. Creation of suitable bat and Cirl bunting foraging habitats. Fencing will be installed along the highway boundary to prevent badger and otter road casualties. Relocation of reptiles will be undertaken prior to construction. Construction of artificial bat roost in roof void of new dwelling to replace Elmcroft and purpose built structure in the grounds of Elmcroft Nursery as well as a number of tree bat boxes will be installed. Construction of fish traverse and pools in twin box culverts at Aller junction.

SUB GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO MINIMUM	COMMENTS
e) Watercourse and Groundwater	Pollution both during and after construction		The surface water discharges would be taken by a fully piped system to four attenuation ponds to allow pollutants to settle out. The flows would then be released at a controlled rate into the watercourses. At Penn Inn a full bypass interceptor would be installed as there is insufficient space for a pond, and at Kerswell Gardens the dual carriageway layout would drain into the existing outfall.	No such measures currently in place.	The Scheme would have a minor impact on water quality, surface runoff and groundwater movements and substantial benefits as far as reducing flooding risk is concerned.
	Groundwater Yield		Excavation of the cutting between Aller and Yannon Lane and associated drainage measures will intercept shallow groundwater flow from the west particularly during the winter months, resulting in a significant lowering of the water table in the vicinity of the road. At Chainage 3240 reduction in the hydraulic gradient downslope of the cutting will reduce the winter discharge of a Spring at the property Woodlands, possibly by 50% or more.	No change	

Table A: Appraisal Groups
Group 4: Policies and Plans

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
<p>Planning Policy Guidance Note 1(PPG1) – General Policies and Principles (1997)</p> <p>PPG 1 sets out Government key policy objectives for the planning system. These include encouragement of economic development in such a way, which is compatible with environmental objectives. Paragraph 1 states <i>“positive in promoting competitiveness while being protective towards the environment and amenity”</i>. The development also needs to be sustainable in terms of land use and transport planning policy.</p>	National Policy Government	Planning Transport	The Scheme assists economic development.	No change	
<p>Planning Policy Statement 1 (PPS1) – Consultation Paper, Creating Sustainable Communities</p> <ul style="list-style-type: none"> - PPS1 aspires to enhance communities for people - improve quality of life - contribute to sustainable economic growth - ensure high quality development through good design - ensure development supports existing communities by giving good access to jobs and key services 	National Policy Government	Planning	The Scheme fulfils the criteria.	No change	
<p>Planning Policy Statement 7 (PPS7) – Sustainable Development in Rural Areas (2004)</p> <ul style="list-style-type: none"> - The Governments Objectives - To raise the quality of life and the environment in rural areas - To promote more sustainable patterns of development - Promoting the development of the English regions by improving their economic performance so that they are able to reach their full potential - To promote sustainable, diverse and adaptable agriculture sectors 	National Policy Government	Land Use	The Scheme fulfils the criteria.	No change	

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
<p>Planning Policy Guidance Note 9 (PPG9) – Nature Conservation (1994)</p> <p>Government objectives are to ensure the abundance and diversity of British wildlife and its habitats are maintained or where development occurs adverse effects are minimised.</p>	National Policy Government	Nature Conservation	The Scheme includes a number of mitigation measures to minimise impact on nature conservation.	No change	The creation of new habitat at Edginswell will help to maintain wildlife abundance.
<p>Planning Policy Statement 11 (PPS11) – Regional Spatial Strategies</p> <ul style="list-style-type: none"> - identification of the scale and distribution of provision for new housing - priorities for the environment, such as countryside and biodiversity protection - transport, infrastructure, economic development, agriculture, minerals extraction and waste treatment and disposal 	National Policy Government	Transport	The Scheme fulfils the transport, infrastructure criteria of the policy note.	No change	The Scheme includes development for transport infrastructure and reduces congestion hence helping to improve economic development. Mitigation measures aim to minimise impacts on the countryside.
<p>Planning Policy Statement 12 (PPS12) – Local Development Frameworks</p> <p>PPS12 sets out the Government’s policy on the preparation of local development documents which will comprise the local development framework.</p>	National Policy Government	Development	The Scheme fulfils this policy note.	No change	Local development documents have been consulted - Devon Structure Plan; Torbay Local Plan; and Teignbridge District Plan.
<p>Planning Policy Guidance Note 13 (PPG13) – Transport (2001)</p> <p>Integration of planning and transport to avoid or minimise the environmental impact of any new transport infrastructure projects. Wherever possible appropriate measures should be implemented to mitigate the impacts of transport infrastructure.</p>	National Policy Government	Transport	The Scheme fulfils this policy note.	No change	Mitigation measures have been proposed as part of the Scheme design. Mitigation for all aspects effected have been considered; land use, nature conservation, archaeology, noise, water.

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
<p>Planning Policy Guidance Note 15 (PPG15) – Planning and the Historic Environment (1994) Protection of the historic environment, historic buildings and conservation areas.</p>	National Policy Government	Cultural Heritage	No Nationally important historic features are affected by the Scheme.	No change	The effects are mainly on the settings of Listed buildings and structures and direct effects on 11 sites of local importance.
<p>Planning Policy Guidance Note 17 (PPG17) – Open Space, Sport and Recreation (2001)</p> <ul style="list-style-type: none"> - Networks of accessible, high quality open spaces and sport and recreation facilities, in both urban and rural areas, which meet the needs of residents and visitors, are fit for purpose and economically and environmentally sustainable - An appropriate balance between new provision and the enhancement of existing provision - Clarity and reasonable certainty for developers and landowners in relation to the requirements and expectations of local planning authorities in respect of open space and sport and recreation provision 	National Policy Government	Open Space	The Scheme directly affects Kerswell Downs Common through land take	No change	The Scheme has a slight adverse visual impact on the open space at Sandringham Drive. Decoy Country Park and Manor Drive Playing Fields are not affected by the Scheme.
<p>Planning Policy Guidance Note 21 (PPG21) – Tourism (1992) Promote tourism whilst protecting the environment.</p>	National Policy Government	Tourism	The Scheme assists tourism by improving the connection to Torbay.	No change	
<p>Planning Policy Guidance Note 23 (PPG23) – Planning and Pollution Control (1993) PPG23 advises that the Environmental Statement should: “provide a full and systematic account of a development’s likely effects on the environment, including those which are subject to pollution controls, and the measures envisaged to avoid, reduce, or remedy significant adverse effects.</p>	National Policy Government	Pollution	The Scheme fulfils this policy note.	No change	Scheme mitigation measures to avoid pollution of watercourses, include petrol interceptors.

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
<p>Planning Policy Guidance Note 24 (PPG24) – Planning and Noise (1994)</p> <p>PPG24 notes that noise can have significant effect on the environment and on the quality of life enjoyed by individuals and communities. As such, it seeks to achieve separation of noise generating activities from the most sensitive receptors, in particular residential areas.</p>	National Policy Government	Noise	Consistent with policy	No change	The Scheme would result in 481 (net) properties experiencing a decrease in noise.
<p>Planning Policy Guidance Note 25 (PPG25) – Development and Flood Risk (2001)</p> <p>PPG25 identifies that the susceptibility of land to flooding is a material consideration in the development process. It highlights that the precautionary principle should be to avoid flood risk and manage it elsewhere. Development proposals are expected to recognise the importance of functional floodplains and avoid inappropriate development and undefended floodplains where possible with the provision of flood defence and warning measures where required.</p>	National Policy Government	Flooding	Consistent with policy	No change	The Scheme would have a minor impact on water quality, surface runoff and groundwater movements and substantial benefits as far as reducing flooding risk is concerned.
<p>Transport</p> <p>'Future of Transport' (July 2004)</p> <p>Road networks enhanced by:</p> <ul style="list-style-type: none"> - increased capacity - better choices for motorists - exploiting the potential of new technology to avoid problems - using technology to keep people informed 	Department of Transport	A380 Primary Route	The Scheme will contribute to enhancing road networks.	No Change	
<p>Transport</p> <p>'A New Deal for Transport: Better for Everyone' (July 1998)</p> <ul style="list-style-type: none"> - Environment - Safety - Economy - Accessibility - Integration 	Department of Transport	A380 Primary Route	The Scheme will contribute towards the objectives of the transport White Paper.	No Change	

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
<p>Devon Structure Plan (First Review, Feb 1999) Policy T1 Transportation strategies to be developed as part of comprehensive and integrated transport strategy and the need to reduce travel and encourage alternatives to the private car.</p>	Devon County Council	A380 Primary Route	The Scheme will enhance the environment for pedestrians and cyclists due to less congestion hence safer and more pleasurable routes. Also bus services would be more efficient and reliable.	No Change	
<p>Devon Structure Plan (First Review, Feb 1999) T2 All development should promote the safe use of the most sustainable and environmentally acceptable modes of transport, having regard for transport hierarchy: 1. Walking 2. Cycling 3. Public Transport 4. Private Vehicles.</p>	Devon County Council	Public Transport	Consistent with policy	No Change	The Scheme promotes the use of public transport through providing a continuous bus route from Penn Inn to Aller, which runs parallel to the dualling of the A380. From Aller to Kerswell Gardens buses are proposed to follow the existing A380, this route would have reduced traffic flows as a result of the off-line section of the bypass.
<p>Devon Structure Plan (First Review, Feb 1999) Policy T3 Improvements for pedestrians, cyclists and mobility impaired by identifying a network of routes which provides a safe and convenient means of pedestrian and cycle access to facilities and ensuring that all development proposals make provision for pedestrians and cyclists.</p>	Devon County Council	Pedestrians and Cyclists	Consistent with policy	No Change	The Scheme design incorporates a continuous cycle route from Penn Inn to Kerswell Gardens. The route links at the northern and southern ends of the Scheme with existing cycle facilities.
<p>Devon Structure Plan (First Review, Feb 1999) Policy T5 To develop an effective public transport network.</p>	Devon County Council	Public Transport	The proposals satisfy this objective.	Would not be possible to develop an effective network using buses due to congestion.	The Scheme is in line with this policy. A bus route is proposed along the length of the on-line section of the Scheme ie. between Penn Inn and Aller, this route will then tie into the existing A380 Torquay Road when traffic flows will be reduced.

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
<p>Devon Structure Plan (First Review, Feb 1999) Policy T6 To maintain and develop community based public transport, local bus and long distant coach services.</p>	Devon County Council	Bus Services	The proposals satisfy this objective	As a result of the congestion, bus and coach services will not be as efficient and reliable as possible.	See policy T5. Long distance coach services will benefit from the bypass due to the reduction in congestion between Penn Inn and Kerswell Gardens, hence improving their journey efficiency to and from Torquay, a popular holiday and work location.
<p>Devon Structure Plan (First Review, Feb 1999) Policy T10 Maintain and enhance the Devon Road Network in such a way as to:</p> <ul style="list-style-type: none"> - minimise the impact on the environment and sites of cultural/historic value - improve safety throughout the network - promote environmental enhancement through traffic management measures - ensure that the unique/distinct character of each settlement is retained and enhanced - maximise operational efficiency. 	Devon County Council	A380 Primary / County Route	The proposals will satisfy all the criteria.	No change	The design of the Scheme aims to provide a safe and effective movement of passenger and freight traffic on the road network. Measures are proposed to reduce direct for local traffic movements through a fly-over at Penn Inn and a grade separated junction at Aller and provision of routes for local transport movements and access.
<p>Devon Structure Plan (First Review, Feb 1999) Policy Proposal T12 A380 Kingskerswell Bypass Scheme is identified in Proposal T12 as a scheme for the improvement of inter-urban routes and is programmed to commence within the period up to 2011.</p>	Devon County Council		The Scheme would fulfil this proposal.	No Change	
<p>Devon Structure Plan (First Review, Feb 1999) Policy C2 To ensure that the overall quality of Devon's landscape, including its variety and distinctiveness, is conserved for present and future generations.</p>	Devon County Council	Landscape	Mitigation measures are proposed to limit the impact on landscape.	No Change	The Scheme includes a number of landscape mitigation proposals in order to ensure the bypass does not detract from the landscape; these include extensive tree and shrub planting and creation of false cuttings.

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
<p>Devon Structure Plan (First Review, Feb 1999) Policy C6 In Areas of Great Landscape Value development should not detract from the particular landscape qualities and characteristics that have led to the designation of that area.</p>	Devon County Council	Area of Great Landscape Value	The Scheme runs through 400m of AGLV and extensive planting is proposed so that the road does not detract from the landscape qualities of the area. The Torbay Ring Road is already in AGLV.	No Change	The Scheme would run through one Area of Great Landscape Value (AGLV) as opposed to a number of sites along the eastern route.
<p>Devon Structure Plan (First Review, Feb 1999) Policy C9 The identity, distinctive character and townscape features of existing settlements and urban areas should be conserved and enhanced.</p>	Devon County Council	Individual identity	Removal of traffic through Kingskerswell will assist in enhancing this existing settlement.	No Change	Retention of local distinctiveness is a key driver in the consideration and design of the Scheme and associated mitigation measures.
<p>Devon Structure Plan (First Review, Feb 1999) Policy C11 Preservation and enhancement of the historic built environment should be a primary planning consideration within the development and planning system.</p>	Devon County Council	Historic Buildings	After mitigation, 24 adverse effects on the archaeological/cultural heritage resource have been identified. These include Scheduled Monuments, Listed buildings and sites of local importance.	No Change	
<p>Devon Structure Plan (First Review, Feb 1999) Policy C13 To conserve and enhance the natural character, biodiversity and earth science of the County.</p>	Devon County Council	Biodiversity and Earth Science	The detailed design of the Scheme satisfies this policy.	No Change	<p>The Scheme aims to minimise any adverse affects on the natural character of the area and seeks to avoid conflict with the Kingskerswell Conservation Area.</p> <p>The Scheme is in a cutting or false cutting as it passes the conservation area.</p>

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
Devon Structure Plan (First Review, Feb 1999) Policy C14 To protect Sites of Special Scientific Interest, National Nature Reserves from development which would harm their nature conservation interest.	Devon County Council	Sites of Special Scientific Interest	Consistent with policy	No Change	Within the route corridor there are two Sites of Special Scientific Interest, one near Decoy Country Park and the other east of Royal Aller Vale Quarry. The line of the road is 750m and 500m away from these SSSIs and the Scheme has no adverse effect.
Devon Structure Plan (First Review, Feb 1999) Policy C15/C16 Local Plans should define sites and features of nature conservation importance, including landscape features, which provide wildlife corridors, links or stepping stones between habitats.	Devon County Council	Landscape		No Change	A total of seven locally designated sites (County Wildlife Sites – CWS - or 'potential' County Wildlife Sites – pCWS) are directly affected by the Scheme. Of these, land take would result in loss of significant amounts of habitat from each, in particular approximately one half of the wetland at Edginswell Farm CWS and most of Aller Bridge pCWS. As there is no reasonable alternative route off of the line of the Edginswell Farm County Wildlife Site, the scheme design includes creation of new wetland habitat to compensate in part for the lost, as well as scrub and woodland planting in close proximity.
Devon Structure Plan (First Review, Feb 1999) Policy C17 Development likely to have an adverse effect on a specially protected species should only be permitted where appropriate measures are taken to secure its protection.	Devon County Council	Protected Species	The Scheme complies with policy as mitigation measures are proposed.	No Change	The Scheme aims to mitigate impacts through wetland creation, erection of bat boxes and positioning of culverts.
Devon Structure Plan (First Review, Feb 1999) Policy C24 Development proposals should not be provided where: - such development would lead to an unacceptable deterioration of all aspects of underground, surface and coastal waters - adequate water resources do not already exist, or	Devon County Council	Water Resources		No Change	The effects of the Scheme upon water resources are minimal. Attenuation ponds in conjunction with wetland creation and full bypass interceptors are included in the Scheme.

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
<p>where their provision is considered likely to pose an unacceptable risk</p> <ul style="list-style-type: none"> - There would be a direct unacceptable risk from flooding - It is likely to have an unacceptable adverse effect on any facet of the natural water environment 					
<p>Devon Structure Plan (First Review, Feb 1999) Policy C27</p> <p>The use of the best and most versatile agricultural land for development not associated with agriculture only be permitted where there is an over-riding need for development in that location which outweighs the need to protect such land.</p>	Devon County Council	Agricultural Land	The off line section of the Scheme directly affects agricultural land.	No Change	In terms of its permanent effects on agricultural land resources, the loss of approximately 16 ha of land classified as subgrade 3a and Grade 2 has an adverse impact on long term productive capacity in local terms, but falls short of the 20ha threshold set by DEFRA for consultation. Accordingly, the loss of 16.05 ha of best and most versatile agricultural land is considered to be a slight adverse impact.
<p>Devon Structure Plan (First Review, Feb 1999) Policy C28</p> <p>Encourage re-use of soil to minimise loss and ensure measures are taken to prevent erosion or contamination.</p>	Devon County Council	Soil	Topsoil and acceptable material will be reused throughout the Scheme.	No Change	
<p>Devon Structure Plan (First Review, Feb 1999) Policy C29</p> <p>Development that would give rise to a significant deterioration in air quality should not be located where that deterioration would adversely affect other land uses and amenity in the vicinity.</p>	Devon County Council	Pollution	Complies with policy	No Change	
<p>Devon Structure Plan (First Review, Feb 1999) Policy C30</p> <p>Development should not be located where it would result in a significant increase in the level of noise pollution in existing or proposed land uses in the vicinity, and noise sensitive land uses should not be located in areas affected by significant existing noise pollution.</p>	Devon County Council	Noise	The Scheme results in a greater number of properties (net) experiencing a decrease in noise	No Change	Noise has been considered in the design of the Scheme and appropriate mitigation measures have been designed, for example a number of noise bunds have been incorporated into the design of the Scheme.

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<p>Torbay Local Plan (Revised Deposit Version 2001) Policy LPS</p> <p>Local Plan Strategy aims:</p> <p>Aim 1 Conservation of the environment</p> <p>Aim 2 Meeting the area's housing needs</p> <p>Aim 3 Improving economic prosperity</p> <p>Aim 4 Improving the quality of life and levels of service</p> <p>Aim 5 A safe and convenient transport system</p> <p>Aim 6 Energy conservation and global warming</p> <p>Aim 7 Provision of a satisfactory infrastructure</p>	Torbay Council	A380 Primary/County Route	The Scheme fulfils the aims of the Local Plan Strategy.	No Change	Environmental issues have been considered as part of the Environmental Assessment process and integrated into the Scheme design.
<p>Torbay Local Plan (Revised Deposit Version 2001) Policy TS</p> <p>A sustainable land use transportation strategy will be promoted which will:</p> <ol style="list-style-type: none"> 1. reduce the environmental impact and the need to travel 2. encourage sustainable alternatives to the private car, and make provision for the needs of non-car users 3. improve road safety and ameliorate the environmental effects of traffic on communities 4. improve Torbay's economic competitiveness 5. improve public transport 6. improve service and goods access, particularly to town centres 7. improve accessibility for all sections of the community 8. restrict new road construction to essential access and to schemes, which can demonstrate significant environmental, safety or economic benefits. 	Torbay Council	Transportation	The Scheme fulfils Torbay's Land Use Transportation Strategy.	No Change	The Scheme fulfils the eight criteria set out in Policy TS.
<p>Torbay Local Plan (Revised Deposit Version 2001) Policy T21</p>	Torbay Council	Road Improvements	The Scheme incorporates	No Change	The Scheme fulfils this policy through a continuous cycle route along the

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Schemes involving the improvement of roads will be permitted only where there is adequate provision for pedestrians, cyclists, appropriate bus priority measures and conservation interests are protected.			proposals for pedestrians, cyclists and buses.		extent of the Scheme and provision for a bus lane.
Torbay Local Plan (Revised Deposit Version 2001) Policy T22 Proposal of a route for an improved northern approach to Torquay.	Torbay Council	Road Improvements	The proposed Scheme incorporates this policy.	No Change	Torbay is an important sub-regional centre and is a popular destination for inward migration. Torbay's connections to the main road and rail networks need improvement and areas of environmental importance restrict the potential for expansion. Integrated transport packages should be developed to address problems of congestion at Kingskerswell, including the possibility of a bypass and to increase accessibility to Torbay and assist regeneration.
Torbay Local Plan (Revised Deposit Version 2001) Policy S1.11 The construction of the Kingskerswell Bypass is a key element in Torbay's strategy to improve external communications.	Torbay Council	External Communications	The policy incorporates this Scheme.	No Change	
Torbay Local Plan (Revised Deposit Version 2001) Policy BE8 To preserve listed buildings and their settings, and any features of special architectural or historic interest.	Torbay Council	Listed Buildings	No Listed buildings are directly affected.	No Change	No Listed buildings would be directly affected by the proposed scheme. However, the construction of the Scheme would adversely affect the setting of the Kingskerswell Conservation Area as a whole and of individual buildings within it.
Torbay Local Plan (Revised Deposit Version 2001) Policy L2 To protect Torbay's attractive coastal and rural landscape setting, including the best agricultural land, hedgerows and woodlands from unnecessary and inappropriate development.	Torbay Council	Areas of Great Landscape Value		No Change	The chosen line of the Scheme minimises the loss of Areas of Great Landscape Value. Mitigation through the planting of trees prevalent to the region and the design of false cuttings seeks to minimise this loss.

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<p>Torbay Local Plan (Revised Deposit Version 2001) Policy L5</p> <p>Development will not be permitted within the Countryside zone where this would lead to the loss of countryside unless the justification for the development can be demonstrated to outweigh the harm to the environment.</p>	Torbay Council	Landscape	No effect	No Change	The Scheme includes a landscape design that aims to integrate the Scheme with its surroundings.
<p>Torbay Local Plan (Revised Deposit Version 2001) Policy L9</p> <p>Where development is permitted, mitigation measures will be required to minimise damage to hedgerows, woodlands and other natural features of significant landscape or nature conservation value. The provision of new planting would also be required.</p>	Torbay Council	Hedgerows and Woodlands	<p>Mitigation works include;</p> <ul style="list-style-type: none"> - 3.5km of new and translocated hedges; - 15.43ha of new woodland; and - over 100 new specimen trees. 	No Change	<p>The Scheme aims to avoid impacts on woodlands of significant nature conservation of landscape value, for example Kerswell Downs.</p> <p>The scheme severs the existing hedgerow network, with a loss of approximately 5.5km of hedge and approximately 70 trees. Mitigation aims to compensate for this loss through hedge translocation, maintenance of two separate networks – one either side of the corridor, 3.5km of new hedge planting in strategic areas and more appropriate management of flail mown sections in the north of the corridor.</p>
<p>Torbay Local Plan (Revised Deposit Version 2001) Policy L10</p> <p>Development proposals likely to affect, directly or indirectly, trees or woodlands of existing or potential landscape value (including trees within highway) will only be permitted where:</p> <ol style="list-style-type: none"> 1. those trees identified will not be harmed as a result of the development and can be retained in future through the use of planning conditions, Conservation Area legislation or Tree Preservation Order; or 2. the justification for the development can be demonstrated to outweigh the harm to the 	Torbay Council	Trees and Planting	Complies with this policy.	No Change	See comments Policy L11

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
environment. If development is permitted, mitigation measures are required.					
Torbay Local Plan (Revised Deposit Version 2001) Policy L11 Planning applications for major development, particularly on the edge of the existing built areas, will only be permitted where necessary mitigation measures are taken to minimise damage to the landscape.	Torbay Council	Landscaping	The Scheme satisfies the requirements of this policy.	No Change	The Scheme design incorporates extensive landscaping.
Torbay Local Plan (Revised Deposit Version 2001) Policy NCS Measures would be required to mitigate the effects of development upon features of nature conservation value.	Torbay Council	Nature Conservation	Mitigation measures are proposed to comply with this policy	No Change	The Scheme would have an effect on the local area ecological habitats, but these would be mitigated through the use of applicable landscape design, as well as specific ecological mitigation features such as habitat creation and mammal tunnels to minimise road kill risk.
Torbay Local Plan (Revised Deposit Version 2001) Policy NC3 Development proposals likely to harm, directly or indirectly, locally designated wildlife or geological sites or regional or countywide significance, local wildlife sites, and local nature will only be permitted where: 1. there are no reasonable, less damaging, alternative sites; 2. the reasons for the development can be shown to outweigh the damage to nature conservation interests; 3. every effort has been made to minimise any damage to nature conservation interests; and 4. mitigation measures can be provided to manage remaining wildlife features and secure habitat creation or enhancement elsewhere within the site or locally.	Torbay Council	Protected Sites	The Scheme affects 7 county wildlife sites or potential county wildlife sites through land take.	No effect	Land take from these sites results in loss of wetland, grassland and woodland habitat. Mitigation measures incorporate the creation of new areas of these habitat types.

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<p>Torbay Local Plan (Revised Deposit Version 2001) Policy NC5</p> <p>Development which would harm directly or indirectly, a protected species, will only be granted planning permission where there is an over-riding need. Such proposals would have to ensure:</p> <ol style="list-style-type: none"> 1. the survival of numbers, genetic diversity and individual members of the species; 2. disturbance of the species or its habitat is reduced to a minimum; and 3. provision of adequate alternative habitats to sustain at least the current levels of population. 	Torbay Council	Protected Species	<p>Protected species affected by the Scheme:</p> <ul style="list-style-type: none"> - Cirl Bunting - Lesser Horseshoe bat 	No Change	Creation of habitat suitable for Cirl bunting foraging is proposed as well as bat culverts and bat boxes to help maintain the numbers of the protected bats.
<p>Torbay Local Plan (Revised Deposit Version 2001) Policy ES</p> <p>Development should respect environmental limits and be implemented in a sustainable manner. Where necessary, developers will be required to carry out appropriate environmental mitigation and enhancement measures.</p>	Torbay Council	Environmental Protection		No Change	All parties undertaking Environmental work have detailed appropriate environmental mitigation and enhancement measures.
<p>Torbay Local Plan (Revised Deposit Version 2001) Policy EP4</p> <p>Developments, which would result in an unacceptable noise impact, which cannot be overcome by mitigation measures, will not be permitted.</p>	Torbay Council	Noise	Through the removal of traffic from the existing A380 through Kingskerswell, noise levels will be reduced for the residents of Kingskerswell.	No Change	Noise has been considered in the design of the Scheme and appropriate mitigation measures have been designed, for example noise bunds have been incorporated into the design of the Scheme.
<p>Torbay Local Plan (Revised Deposit Version 2001) Policy EP9</p> <p>Development will not be permitted which poses an unacceptable risk to the quality and quantity of groundwater, or the quality of controlled waters.</p>	Torbay Council	Groundwater	The drainage design on the Scheme incorporates a number of pollution control elements.	Risk of harm through accidental road spillage.	Mitigation proposals aim to minimise the effects of the Scheme upon water resources through the inclusion of attenuation ponds and interceptors.

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Torbay Local Plan (Revised Deposit Version 2001) Policy EP10 Development will only be permitted where the requirements for water supply can be adequately met without unacceptable detriment to water quality and quantity, amenity and nature conservation.	Torbay Council	Water Supply	No Change	No Change	See comments on Policy EP9
Torbay Local Plan (Revised Deposit Version 2001) Policy L8 Development which would result in the detrimental to or loss of the best and most versatile agricultural land (grades 1,2 or 3a) will only be permitted where there is an overriding need for the development and which cannot be accommodated on lower grade land that does not have environmental value recognised by a statutory designation. Where development is proposed and there is a choice between sites of different grades, development should take place on land of the lowest grade feasible.	Torbay Council	Agricultural Land	The Scheme results in the loss of 41ha of agricultural land. (3ha within the Torbay Council Unitary Authority Boundary)	No Change	The Scheme would result in the permanent loss of approximately 41ha of agricultural land. It is intended that where land is required for temporary works this would, where appropriate, be restored back to at least its former Agricultural Land Classification grade.
Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy ENV 1 Development in the countryside that harms the distinctive landscape character of an area by damaging important features, forms and compositions that positively contribute to the area's scenic, historical or natural qualities or otherwise conflict with the character of the area will not be permitted.	Teignbridge District Council	Countryside Character		No Change	The Scheme aims to minimise the effect upon the landscape character and value of the route corridor. The Scheme includes a landscape design that aims to integrate the Scheme with its surroundings.
Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy ENV 2 In the Area of Great Landscape Value development that would detract from the key landscape features or is harmful to the special character and qualities that have led to the designation of the area will not be permitted.	Teignbridge District Council	Areas of Great Landscape Value	The Scheme runs through a 400m belt of AGLV, north of the Torbay Ring Road.	No Change	The Scheme would run through one Area of Great Landscape Value (AGLV).
Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy ENV 6 Development that would result in the loss or diminish the value of a landscape feature that forms an	Teignbridge District Council	Landscape Features	The Scheme proposals comply with this policy.	No Change	See comments on Policy ENV1.

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<p>important element in the local scene will not be permitted unless:</p> <ul style="list-style-type: none"> - The benefits of the development outweigh the value of the feature, - There are no reasonable less damaging solutions. <p>Where there are over-riding reasons to allow the development, appropriate mitigation will be required.</p>					
<p>Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy ENV 8</p> <p>Development that would harm the nature conservation interest of a Site of Scientific Interest will not be permitted.</p>	Teignbridge District Council	Sites of Special Scientific Interest	No Change	No Change	No SSSI sites are directly affected by the Scheme.
<p>Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy ENV 9</p> <p>To protect sites of local nature conservation importance.</p>	Teignbridge District Council	Sites of Local Nature Conservation Importance		No Change	A total of seven locally designated sites (County Wildlife Sites – CWS - or 'potential' County Wildlife Sites – pCWS) are directly affected by the Scheme through land take. The Scheme design includes creation of new wetland habitat to compensate in part for the lost, as well as scrub and woodland planting in close proximity. Other measures include grassland establishment to compensate for loss of elements of some County Wildlife Sites, and hedgerow and woodland planting to compensate for loss of a section of Kerswell Down and Whilborough Common CWS.
<p>Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy ENV 11</p> <p>Where development is permitted on a site of wildlife or geological value, measures shall be taken to ensure the impacts of the development are mitigated to their fullest practical extent. Any wildlife harm or loss arising from the development shall be fully compensated for through the provision, on or off site, of habitat creation or enhancement schemes. Appropriate provision for future management of any retained, new or improved</p>	Teignbridge District Council	Nature Conservation		No Change	The Scheme aims to minimise any adverse affects on the natural character of the area and seeks to avoid conflict with the Conservation Area. The Scheme would have an effect on the local area ecological habitats, but these would be mitigated through the use of applicable landscape design, as well as specific ecological mitigation features such as

POLICY	AUTHORITY	INTEREST	PROPOSED SCHEME	DO MINIMUM	COMMENTS
habitat to conserve and enhance its wildlife will be required.					habitat creation and mammal tunnels to minimise road kill risk.
Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy ENV 12 To protect statutorily protected wildlife species.	Teignbridge District Council	Protected Wildlife Species	The Scheme will directly affect the following species identified in the Key Biodiversity Action Plan. - Cirl Bunting - Lesser Horseshoe bat	No effect	Creation of habitat suitable for Cirl bunting foraging is proposed as well as bat culverts and bat boxes to help maintain the numbers of the protected bats.
Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy ENV 13 To protect nationally important archaeological sites.	Teignbridge District Council	Nationally Important Archaeological Sites		No Change	No nationally important archaeological remains have been identified within the Scheme corridor.
Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy ENV 14 To protect locally important archaeological sites.	Teignbridge District Council	Locally Important Archaeological Sites	Sites removed	No Change	Two known archaeological sites would be directly affected; the Iron Age/ Romano-British site at Aller Cross is considered to be of county or regional importance, whilst the medieval building off Edginswell Lane south of Kingskerswell is of local importance. The loss of these sites would be mitigated through archaeological recording prior to construction by means of detailed excavation or Strip, Map and Sample.
Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy ENV 17 To protect listed buildings and their settings.	Teignbridge District Council	Listed Buildings		No Change	The Scheme design aims to avoid Listed buildings, however the setting of 9 listed buildings would be affected by the Scheme.
Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy SDP 5 Development of the best and most versatile agricultural land (Grades 1, 2 and 3a) for non-agricultural uses will only be permitted where:	Teignbridge District Council	Agricultural Land	The Scheme results in the loss of 41ha of agricultural land. (38 ha within the	No change	The Scheme would result in the permanent loss of approximately 41ha of agricultural land. It is intended that where land is required for temporary works this would, where appropriate,

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<p>agricultural uses will only be permitted where:</p> <ul style="list-style-type: none"> - it cannot be accommodated on previously developed sites; - the economic or social benefits of the development outweigh the loss of land; and - where development of agricultural land is unavoidable and there is a choice of sites in different grades, proposals will only be permitted if the lowest grade available is used, unless there are overriding sustainability considerations that would make the development of a higher grade necessary. 			Teignbridge District Council Authority Boundary)		be restored back to at least its former Agricultural Land Classification grade.
<p>Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy SDP 16</p> <p>Development liable to harm the quality of groundwater in aquifers or coastal, estuarine, river, stream, canal and still waters will not be permitted.</p>	Teignbridge District Council	Water Resources		Harm to quality of groundwater, the Aller Brook and Edginswell Stream could occur through an accidental spillage after a vehicular accident on the A380.	The mitigation has been conceived with regards to the Environment Agency policy of Sustainable Urban Drainage Systems. Attenuation ponds in conjunction with wetland creation at the southern end of the Scheme have been incorporated, together with a full bypass interceptor.
<p>Teignbridge Local Plan First Review Initial Deposit (Version 2001) Policy SDP 18</p> <p>Development in areas vulnerable to flooding, or that would cause significant flood risk elsewhere and, as a consequence, would increase the likelihood of harm to human health and safety or damage to property, valued natural or cultural assets, will not be permitted unless appropriate mitigation, that would remove or reduce the risk of harm or damage to an unacceptable level and is capable of being sustained over the lifespan of the development, can be secured.</p>	Teignbridge District Council	Flooding	Scheme includes measures to increase flood protection.	Areas within Kingskerswell and Newton Abbot would continue to be at risk from flooding with a number of properties and gardens actually flooding.	Flood risk from the Aller Brook and Edginswell Stream has been considered in the design of the Scheme and appropriate alleviation measures have been designed.

Table B: Land Use Table

EXISTING LAND USE	AREA REQUIRED PERMANENTLY			LANDSHAPING RETURNED TO AGRICULTURE (ha)	AREA REQUIRED TEMPORARILY DURING CONSTRUCTION (ha)	COMMENTS
	Area for carriageway footways and other hard surfaces (ha)	Area for verges embankments, cuttings and other landscaping (ha)	Total area (ha)			
Agricultural Land	10.35	30.65	41.00	0.41	3.22	Includes landscape areas
Grade 1	0	0	0	0	0	
Grade 2	0.56	1.61	2.17	0	0	
Grade 3a	3.96	9.92	13.88	0.18	1.44	Includes landscape areas
Grade 3b	2.97	10.30	13.27	0.19	0.57	
Grade 4	0.99	4.45	5.44	0.04	0	
Grade 5	0	0	0	0	0	
Non agricultural land	1.80	1.89	3.69	0	0	Includes 0.86 ha Common Land
Unclassified	0.08	2.48	2.56	0	1.21	Excludes Torbay Ring Rd & land south of Stadium Drive (0.8ha).
URBAN LAND	6.57	1.07	7.64	0	0	Urban Land includes existing road surfaces, verges, footways, central reserve and private gardens
Community Land						
Public Open Space	0	0	0	0	0	None taken
Common Land			0.86			Common Land Kerswell Down total area 13ha
Total	16.92	31.72	48.64	0.41	3.22	

Table C: Mitigation Table

MITIGATION MEASURE	LOCATION, PURPOSE AND FORECAST BENEFIT	CAPITAL COST	FORECAST MAINTENANCE REQUIREMENT METHOD AND COST	COMMENTS
Horizontal and Vertical Alignment				
Noise Insulation	Various properties Addison Rd and Edginswell Lane area	£30,000	None	£65,000 for insulation of properties against construction noise.
Planting				
Roundabout replanted	Penn Inn	£25,000	Penn Inn Roundabout Ch 1000 replacement scattered trees disturbed by flyover construction.	Route landscape maintenance from footways at an estimated cost of £2500 per year.
Linear belt of trees and shrubs	Adjacent to Addison Road Visual improvements for 35 residential properties	£12,000	Route landscape maintenance from Addison Road at an estimated cost of £2500 per year.	
Visual Screening	South of Sainsbury's	£5,000	Route landscape maintenance by agreement with superstore owners at an estimated cost of £1000 per year.	Maintenance responsibility to be passed to Superstore by agreement.
Retaining wall parapet above garden level with shrub hedge planting	Severed gardens to properties in St Luke's Road and Aller Park Road. Noise reduction/visual improvements for 38 residential properties.	£19,000 (planting, cost of retaining wall included in engineering cost estimate)	Routine maintenance by agreement with property owners. Estimated cost £1,900 per year.	
Visual Screening	West of railway on the Ford Fields CWS, woodland screening.	£10,000	Routine maintenance by agreement with landowner. Estimated cost £1,000 per year.	
Earth Shaping, filling and scattered tree planting.	Between the existing Torquay Road and the Aller Junction west of the Royal Aller Vale and Zig Zag Quarries as visual screen.	£10,000 (planting, earthworks included in engineering costs).	Routine maintenance from the existing Torquay Road at an estimated cost of £1,000 per year.	Fill for earth mounding to come from excavation of adjacent cuttings.
Earth Shaping, filling and dense shrubs and woodland planting.	Between the mainline railway and Aller junction as visual screen.	£10,000 (planting earthworks included in engineering costs)	Routine maintenance from the northbound on slip road at an estimated cost of £1,000 per year.	Fill for earth mounding to come from excavation of adjacent cuttings.

MITIGATION MEASURE	LOCATION, PURPOSE AND FORECAST BENEFIT	CAPITAL COST	FORECAST MAINTENANCE REQUIREMENT METHOD AND COST	COMMENTS
Earth Shaping, filling and scattered tree planting.	At Aller junction between southbound off slip road and main carriageway.	£10,000 (planting only earthworks included in engineering costs).	Routine maintenance from the southbound off slip road at an estimated cost of £1,000 per year	Fill for earth mounding to come from excavation of adjacent cuttings.
Earth Shaping, filling and dense shrubs and woodland planting.	At Aller junction between southbound on slip road, Aller Road Diversion and Aller Road.	£12,000 (planting earthworks included in engineering costs).	Routine maintenance from the Aller Road Diversion at an estimated cost of £1,000 per year.	Fill for earth mounding to come from excavation of adjacent cuttings.
Shrub and intermittent tree planting.	At Aller Junction west of the realigned Torquay Road.	£7,000 (planting costs).	Routine maintenance from the Aller Road at an estimated cost of £1,000 per year.	
Dense shrubs and woodland planting.	At Aller Junction east and west embankment to main carriageway, embankment to northbound on slip road and the Aller Road Diversion.	£20,000 (planting costs).	Routine maintenance at an estimated cost of £1,000 per year.	Fill for earth mounding to come from excavation of adjacent cuttings.
Shrub planting to screen bridge abutments.	Aller Cross Underbridge.	£7,000 (planting costs).	Routine maintenance from Kingskerswell Road at an estimated cost of £1,000 per year.	
Earth Shaping, filling and dense shrubs and woodland planting together with native hedgerow planting.	Between Old Newton Road Diversion and main carriageway.	£12,000 (planting earthworks included in engineering costs).	Routine maintenance from Old Newton Road at an estimated cost of £1,000 per year.	Fill for earth mounding to come from excavation of adjacent cuttings.
Woodland and woodland edge planting together with hedgerow planting.	Main carriageway and northbound off slip road west cutting face and adjacent to access track.	£20,000	Routine maintenance from access track at an estimated cost of £1,000 per year.	
False cutting graded out and returned to agriculture.	West of Old Newton Road.	£5,000 (earthworks included in engineering costs).		Maintenance responsibility to be returned to landowners by agreement.
Woodland and woodland edge planting.	West of Old Newton Road.	£5,000	Routine maintenance from Old Newton Road at an estimated cost of £1,000 per year.	

MITIGATION MEASURE	LOCATION, PURPOSE AND FORECAST BENEFIT	CAPITAL COST	FORECAST MAINTENANCE REQUIREMENT METHOD AND COST	COMMENTS
Woodland and woodland edge planting.	East of Yannon Lane Landfill Site and north and south of Yannon Lane.	£5,000	Routine maintenance from access track at an estimated cost of £1,000 per year.	
False cutting graded out and returned to agriculture.	North of Yannon Lane.	£5,000 (earthworks included in engineering costs).		Maintenance responsibility to be returned to landowners by agreement.
Woodland and woodland edge planting.	Yannon Lane to Maddacombe Road cutting (east and west).	£10,000	Routine maintenance at an estimated cost of £1,000 per year.	
Shrub planting to screen bridge abutments.	Maddacombe Road Overbridge.	£5,000 (planting costs).	Routine maintenance at an estimated cost of £1,000 per year.	
Rock cutting.	South of Maddacombe Road.			Biodiversity
Woodland and woodland edge planting and shrubs together with hedgerow planting.	False cuttings Greenhill Road.	£20,000 (earthworks included in engineering costs).	Routine maintenance at an estimated cost of £1,000 per year.	Fill for earth mounding to come from excavation of adjacent cuttings.
Hedge	United Reform Chapel, Yon Street.	£2,000		Maintenance responsibility to be returned to landowners by agreement.
Shrub planting to screen bridge abutments.	Yon Street Overbridge.	£5,000	Routine maintenance at an estimated cost of £1,000 per year.	
Woodland and woodland edge planting and hedgerows.	Land and earthwork cuttings east of Edginswell Lane.	£20,000 (earthworks included in engineering costs).	Routine maintenance at an estimated cost of £1,000 per year.	
False cutting graded out and returned to agriculture.	Ch 4900m north of wetlands.	£5,000 (earthworks included in engineering costs).	Routine maintenance at an estimated cost of £1,000 per year.	Fill for earth mounding to come from excavation of adjacent cuttings.
Woodland and shrub planting and local hedgerows on or adjacent to false cuttings.	Ch 4900 to 5600m	£8,000 (earthworks included in engineering costs).	Routine maintenance at an estimated cost of £1,000 per year.	Fill for earth mounding to come from excavation of adjacent cuttings.
Woodland and woodland edge planting and hedgerows on or adjacent to embankments.	Ch 5600 to 5900m	£10,000	Routine maintenance at an estimated cost of £1,000 per year.	

MITIGATION MEASURE	LOCATION, PURPOSE AND FORECAST BENEFIT	CAPITAL COST	FORECAST MAINTENANCE REQUIREMENT METHOD AND COST	COMMENTS
Woodland and woodand edge planting and hedgerows.	Torbay Ring Road and A3022 Riviera Way.	£20,000	Routine maintenance at an estimated cost of £1,000 per year.	
Badger Provisions	Construction of badger underpasses at locations along the scheme where known territorial paths cross the scheme.	£100,000	Minimal extra maintenance required.	Maintenance unlikely to be undertaken by landowner, although fence installed on accommodation works fence. Maintenance by DCC/TC. Rights to maintain to be acquired through CPO.
	Erection of badger fencing	£130,000	Monitoring of condition and some replacement within 10 years likely.	
Otter Provisions	Construction of otter tunnel	£60,000		
	Erection of otter fencing	£20,000		
Fish Provision	Construction of fish traverse and pools in twin culverts at Aller (Ch 2700m). Aller Brook diversion design to maintain Environment Agency floodplain requirements.	Cost included in engineering cost estimate	Minimal extra maintenance required.	
	Construction of fish pools in new diversion channel Manor Gardens to Manor Drive (Ch 4650 to 5000m.	Cost included in engineering cost estimate		
Bat Provision	Construction of artificial bat roost in roof void of new dwelling to replace Elmcroft and purpose built structure in the grounds of Elmcroft Nursery.	£6,000		
	Construction of culvert on bat flight route Ch 5070m.	£138,851 (Cost included in engineering cost estimate)		
	Construction of culvert on bat flight route Ch 5600m.	£170,964 (Cost included in engineering cost estimate)		

MITIGATION MEASURE	LOCATION, PURPOSE AND FORECAST BENEFIT	CAPITAL COST	FORECAST MAINTENANCE REQUIREMENT METHOD AND COST	COMMENTS
Enhancement of Wetlands area (Creation of new habitats/Special Requirements for Drainage System)	Ch 5600 to 5900m between the bypass and the branch line railway. Removal of 2m of tipped material and the construction 3 channels to increase wetland/floodplain.	Planting £25,000 (excavation cost included in engineering cost estimate)	Maintenance required to attenuation pond and wetlands to be grazed. Access along tracks either from the north or south (under Torbay Ring Road) or by foot across Parsons Bridge (footbridge across railway). Estimated cost £2,500 per year.	
Flood Attenuation Lagoons	Construction of four attenuation ponds; at Aller (Ch 2700m), Yon St (Ch 4700m), wetlands opposite Manor Gardens (Ch 5050m) and Ganders Park (Ch 5650m).	Cost included in engineering cost estimate		
Oil Separators	Construction of one full bypass interceptor south of Sainsbury's superstore at Penn Inn.	Cost included in engineering cost estimate		
Footpath Diversions	Diversion of footpath 45 (Ch 1100m) through Sainsbury's superstore car park to link into the existing subways at Penn Inn. Construction of footpath diversion from Parsons Bridge (Ch 5780m) through wetlands under the Torbay Ring Road and then along the toe of the embankment to Edginswell Lane to replace existing severed footpath 36.	Cost included in engineering cost estimate	No specific extra maintenance requirement	
Special Requirements for Drainage System	Maintaining Environment Agency floodplain requirements and increasing capacity for predicted peak flood flows on the Aller Brook and Edginswell Stream.	Cost included in engineering cost estimate		
Environmental Barriers/Insulation	Bunds and false cuttings along the length of the Scheme act as noise attenuation features and a noise barrier at United Reform Chapel.	Cost included in engineering cost estimate		
Archaeology	Detailed excavation at Aller Cross (Ch 2900m): Iron Age/Romano-British settlement site.	£200,000		Detailed excavation over the full width of the Scheme as Advanced Work.

MITIGATION MEASURE	LOCATION, PURPOSE AND FORECAST BENEFIT	CAPITAL COST	FORECAST MAINTENANCE REQUIREMENT METHOD AND COST	COMMENTS
	Strip, Map and Sample area south of Elmscroft Nursery (Ch 3250 to 3350m).	£10,000		Strip, Map and Sample excavation prior to construction over the full width of the Scheme.
	Strip, Map and Sample area east of Edginswell Lane (Ch4550 to 4650m).	£25,000		Strip, Map and Sample excavation prior to construction over the full width of the Scheme.
	Earthwork survey at the Parish boundary with Haccombe, Old Newton Road (sunken lane), Yannon Lane (sunken lane), Gourders Lane (sunken lane) and selected enclosure hedgerows.	£10,500		Measured survey and photographic record, plus excavation and recording of a single section, prior to construction.
	Standing building recording of Aller Cottages, The Cott, Yon Street and 53 Daccabridge Road.	£2,500		Photographic (external) and descriptive record to be made prior to demolition.
	Relocation of boundary stone former parish boundary between Kingkskerswell and Abbotskerswell.	£2,000		If located boundary stone to be photographed in situ, removed to temporary storage and subsequently replaced beyond the Scheme, if possible on the line of the parish boundary.
	General watching brief all sections for medieval strip fields/enclosures; sunken lanes, parish boundaries and enclosure hedgerows.	£25,000		Archaeological monitoring of topsoil stripping and other construction works to record isolated features not otherwise dealt with.
	Provision of Cattle Creep Extension – Torbay Ring Road.	Cost included in engineering cost estimate	No specific extra maintenance requirement.	
	Provision of Bridleway (Ch 4200 to 4550m) and private access between Churchway Lane and Huxnor Road to offset the closure of Churchway Lane.	Cost included in engineering cost estimate	No specific extra maintenance requirement.	