

Appendix 6 – Honiton sites assessment of sustainability and suitability

The assessments below consider how the potential new sites around Honiton meet or do not meet with relevant policies of the East Devon Local Plan (2013-31). It should be noted that this is a *basic* sustainability and suitability assessment and does not prejudice the formal consideration of any submitted planning application taking into account the comments and views of any statutory consultees, interested third parties, policies of the Local Plan (and other policy guidance) or the views of the Service Lead – Planning, Development Management Committee or the chairman of DMC. It is intended to be a guide to help determine which are the most appropriate sites to deliver sports pitches on taking account of the main policy issues that exist.

Policies are only considered against sites where they are considered relevant / apply at this stage. Other policies and material considerations may also apply and just because this assessment does not refer to them does not mean that they would not apply. For instance, once more detailed plans are produced for any site, more detailed design policies such as D1 and D2 of the Local Plan will become more relevant and so are not considered at this stage.

A Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA) Screening Report accompanies the strategy and concludes that the strategy does not require a full SEA or HRA. This basic sustainability and suitability assessment considers potential sites against policies of the Local Plan which has been subject to SEA and HRA and it clearly considers the most sustainable and least harmful way to deliver the required sports pitches for Honiton. So long as the recommendations of this strategy conform with the policies of the Local Plan (and this assessment considers this for each site) then it is considered that they would effectively be covered by the SEA/HRA for the Local Plan. It may be that individual site plans and projects would need to be subject to SEA/EIA at the planning application stage once detailed plans have been drawn up.

A basic sustainability and suitability assessment has not been carried out for existing sports pitch sites in the town as generally it is considered to be more sustainable and suitable to retain them for use as sports pitches than to provide replacement facilities elsewhere.

St. Rita’s extension (H1)

Site ref	H1	Site name	St. Rita’s extension
Highways comments			The junction from Otter Moor Lane on High Street would be suitable for the number of pitches. Ottery Moor lane going to the industrial estate should be able to handle the extra capacity. Due to this site being more with in the town, this is likely to encourage sustainable transport. On checking the DCC collision data it appears there is one slight collision at the junction of Ottery Moor lane & High Street.
Archaeology comments			This site lies to the north of the Roman road running from Exeter to Honiton and there is the potential for archaeological deposits to be present on the site. Depending on the scope of works required the Historic Environment Team may recommend that any consent should be conditional upon a programme of archaeological work being undertaken in mitigation for any impact on the historic environment.
Landscape comments			Due to its urban context, its close proximity to other sport facilities and already established buffer planting the delivery of sport pitches on this site would have moderate to minor landscape and visual impact, with the majority of the impact being related to the local amenity of close by residents and people walking along Ottery Moor Lane and Exeter Road/ Honiton High Street. Careful consideration should be given to the design of the boundaries with adjoining neighbours to limit the impact on these residents and by-passers.
Arboricultural and ecological comments			The majority of the existing hedgerows and trees should be considered as constraints and any pitch layout or development will need to respect these.
Strategy 3 – Sustainable Development			<i>Conserving and enhancing the environment</i> – Site H1 is on the urban fringe. Providing sports pitches on the additional land at St. Rita’s (so long as they are designed appropriately and sensitively) would minimise harm to biodiversity and the quality and character of the landscape. The drainage outfalls would feed into outfalls already in significant use and not add to potential issues of surface water flooding and in fact reduce the risk on-site through installation of sports pitch drainage. The site is not on previously developed land, however no such suitable sites exist at Honiton.
			<i>Prudent natural resource use</i> – The location of site H1 would discourage travel by vehicular transport (be that car or bus) and would encourage walking and cycling to the site thereby reducing reliance on fossil fuels and carbon emissions. Location immediately adjacent to the existing facilities at Mountbatten Park would mean that additional clubhouse/changing facilities would not need to be provided, but existing facilities would need to be enhanced / extended.
			<i>Promoting social well being</i> – Providing sports pitches on this site would promote social wellbeing as it would on any of the sites, however, clearly easy access to facilities by foot/cycle within the fabric of the town could be considered to have better social wellbeing outcomes.
			<i>Encouraging sustainable economic development</i> – Whilst sports pitches are not economic development in themselves, it is important to ensure that sports clubs are sustainable and viable in the long term. Provision of sport pitches on site H1 could enable all football and cricket pitches to continue to be located in one place, minimising maintenance costs and transport costs and encouraging use of the social facilities at Mountbatten Park.
			<i>Taking a long term view of our actions</i> – As with delivery of sports facilities on any of the sites, this will be about ensuring that current and future generations have access to sufficient sports facilities, though clearly the ease of access to any facilities delivered on this site would be preferable.
Strategy 4 – Balanced Communities			As with any of the sites being considered, the delivery of sports pitches on this site would help to secure social and community facilities which help

	contribute towards a balanced community. Clearly, however, pitches delivered in the heart of the community could have a better outcome in creating a balanced community.
Strategy 5B – Sustainable Transport	Site H1’s location on the edge of the town enables users to access the site by foot, bike and public transport (bus stops on Exeter Road), reducing the need to travel by car. Accessibility of the site is good and safe by all modes of transport. Some users will still need to access the site by car and increasing the number of pitches may well lead to an increase in vehicle movements. Comments from the local highways authority state that these could be accommodated by the local road network.
Strategy 7 – Development in the Countryside	Despite being located seemingly within the town, site H1 is technically in the open countryside, albeit on the urban fringe and physically abutting the Built-up Area Boundary. Policy RC2 allows for sports facilities to be developed on land within and adjoining urban or built-up areas where certain criteria are adhered to. These criteria are considered against that policy further on in this assessment. Considering the site’s location alongside existing sports facilities and seemingly (though not technically) within the urban area, sports pitch development here would not harm the distinctive landscape, amenity or environmental qualities of the landscape within which it is located.
Strategy 23 – Development at Honiton	Sports pitch development in this location would minimise car travel and would not encourage ribbon development. It would support the needs and aspirations of the sports clubs operating out of Mountbatten Park and St. Rita’s who have expressed a desire to stay within the town in a location that is easily accessible by foot. The site would also broadly align with the aim to direct new leisure uses to the town centre and improving sporting and community facilities to serve Honiton. Clearly, however, it is at odds with the aim to support the provision of sports pitches on hill top land to the south of the town, though whether there is really a community aspiration for this any longer is unclear.
Strategy 46 – Landscape Conservation and Enhancement and AONBs	Site H1 is within the wider Clyst Lowland Farmlands Landscape Character Area though shows little in the way of the distinctive characteristics associated with this character area. The site is located within the Urban Landscape Character Type for Honiton which reflects the fact that the landscape is seen in the context of the town. Delivering additional sports pitches in this location would protect other more sensitive landscape areas (including but not limited to the AONB) from potentially inappropriate change. Pitch development and any associated additional car parking or clubhouse facilities would need to take account of hedgerows which do reflect a distinctive characteristic of the Clyst Lowland Farmlands and local built heritage especially.
Strategy 47 – Nature Conservation and Geology	Mature hedgerows and associated trees are likely to act as bat flight corridors and navigation beacons. Therefore harm to these important features should be avoided.
D3 – Trees and Development Sites	The whole of site H1 is covered by an area TPO, however this does not necessarily mean that all trees on the site are of high value. Consultation with the Council’s arboricultural officers has highlighted that the majority of the existing hedgerows and trees should be treated as constraints with specific trees mentioned for their great value. The plans produced by STRI show the cut embankment for the eastern most youth 11v11 pitch on the site south-east of the St. Rita’s Centre encroaching potentially a little close to the mature oak tree located in that corner of the site. Depending on the extent of the tree root protection area in this location it may not be possible to level the pitch as much as shown in which case the fall across the pitch would need to slightly exceed Sport England/FA requirements.
EN7 – Proposals Affecting Sites which may potentially be of Archaeological Importance	Consultation with the County Council’s Historic Environment team has highlighted that archaeological work may be required on the site due to it’s proximity to the Roman road (Exeter Road), however, with the ground works recommended for the site by STRI being so minimal that may not be required. At the very least a full desk based archaeological assessment of the site will be required.

EN13 – Development on High Quality Agricultural Land	Site H1 is designated as “urban” in terms of agricultural land grading. That being the case this policy is not directly relevant, though clearly delivery of sports pitches in this location could avoid the need to use high quality agricultural land.
EN14 – Control of Pollution	Sports pitches must be maintained and this may include occasional use of pesticides, however this would be in small doses perhaps once a year. The STRI Stage 1 report highlights that the site is high in agricultural weeds. This may mean that initially more weed control is required. Any planning application for the delivery of sports pitches on this site would need to explain the likely impact of this on the drainage outfall and subsequent watercourses. In addition to this, sports pitch usage creates noise pollution, however, this is likely to be restricted to weekends and perhaps one or two nights per week. Floodlights would not be intended to be installed on the site and so usage would never extend too late into an evening. Existing sports pitch usage at St. Rita’s does not tend to receive many complaints in terms of noise pollution, with traffic along the A30 and Exeter Road perhaps being of a more significant nature, however increased noise pollution may have some detrimental impact on immediate neighbours to the site if not carefully considered. Floodlights are not proposed for the site.
EN16 – Contaminated Land	Site H1 is not on or in such close proximity to any contaminated land for this policy to apply.
EN21 – River and Coastal Flooding	Site H1 is within floodzone 1 and therefore not located within the floodplain. As such it is not necessary to carry out a sequential test.
EN22 – Surface Run-off Implications of New Development	Sports pitch development will not create significant surface run-off implications and as such no remedial measures such as SUDS are required, however, any new sports pitches would have sports drainage installed and the implications of this drainage would need to be considered.
RC2 – New Open Space, Sports Facilities and Parks	The delivery of sports pitches on site H1 (which adjoins the urban area of Honiton) would be unlikely to unduly affect the character and appearance of the area or the visual and physical amenities enjoyed by adjoining residential areas. In fact, the delivery of sports pitches here could positively secure the site from being developed for housing or other uses in the future which could have a negative effect on these. The facilities would be accessible by public transport, bicycle and foot. The location of additional car parking to serve these pitches would need to be subject to a holistic review of the clubhouse and parking facilities for all of the sports facilities in this locale as a whole and so could be located elsewhere in the vicinity. Cycle storage would most likely be located at the clubhouse at Mountbatten Park. The local highways authority raised no concerns over the accessibility of the site in general. Specific location of the parking would be subject to the above mentioned review. Delivering sports pitches on this site would not be to the detriment of the most versatile agricultural land, nature conservation interest and the conservation of areas of landscape, scientific, archaeological or historic interest, subject to the outcomes of any desk-based archaeological assessment.
TC2 – Accessibility of New Development	Site H1 is well located for access by public transport, bicycle and foot. It is well related to other sports facilities and the urban areas from which users will travel and so will minimise the need to travel by car. Any more detailed plans as part of a planning application would need to provide adequate provision for access by those with reduced mobility.
TC4 – Footpaths, Bridleways and Cycleways	The site is easily accessible by public footpaths along Ottery Moor Lane and is bordered by a walkable track Turks Head Lane on the northern side of the site.
TC7 – Adequacy of Road Network and Site Access	Consultation with the local highways authority has raised no concerns about the accessibility of this site or the adequacy of the local road network to accommodate it.
TC9 – Parking Provision in New Development	Policy TC9 does not require a specified number of parking spaces for sports pitch development. Whilst the key advantage of this site is its location which should minimise travel by car there will inevitably be a need to accommodate car parking and potentially an increased need as the population and as such

	the size of the sports clubs grows. Parking would need to be subject to review alongside provision at Mountbatten Park to ensure that enough spaces are provided in total. Guidance from Sport England and NGBs may help in this regard.
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Tower Hill (H2)

Site ref	H2	Site name	Tower Hill
Highways comments	Tower Road is narrow with no footpaths or street lighting. The visibility of existing access would be need to be increased and the width of the access may also need to be widened. On checking the DCC collision data it appears there are two slight collision at junction of Tower Road & Northleigh Hill Road. It also shows four slight collisions at the junction of Tower Road and the A35. 200 Meters away from the junction of Tower Road & the A35 two slight one serious and one Fatal have taken place.		
Archaeology comments	The Historic Environment Record records the find of prehistoric cremations in the surrounding landscape. Depending on the nature and scope of the proposed groundworks for the use of the site as a sports pitch more detailed archaeological information may be required to support any planning application for development here. This information may take the form of a geophysical survey and/or evaluation of the proposed development site.		
Landscape comments	Due to its siting within the AONB, the required groundworks, the removal of internal hedge banks and trees and the introduction of built form on the site, the delivery of sport pitches on this site would have an overall major to moderate adverse landscape and visual impact.		
Arboricultural and ecological comments	The layout in general respects the physical presence of the trees and hedgerows on the site. However the proposed clubhouse is directly on top of one of the hedgebanks... The intensive layout of sports pitches within the retained field boundary hedgebanks will inevitably impact on the ecological value of these features. There is very little in the way of unused margins which could act as buffers between the hedgebanks and the playing areas.		
Strategy 3 – Sustainable Development	<p><i>Conserving and enhancing the environment</i> – Site H2 is in the open countryside within the East Devon AONB. Providing sports pitches on this site could potentially have a significant detrimental effect on the local environment, biodiversity and the quality and character of the landscape, especially if the site were developed to the scale of the plans produced for Honiton Development Trust. Potentially a smaller appropriately and sensitively designed development could have less of an impact, however the initial draw of the site was its potential ability to host so many pitches and the viability of such reduced proposals would likely be questionable and other sites better related to the town could accommodate a smaller number of pitches. The site is located entirely out of the floodzone and any sports pitches would have sports pitch drainage installed would reduce the risk on-site through installation of sports pitch drainage. The site is not on previously developed land, however no such suitable sites exist at Honiton.</p>		
	<p><i>Prudent natural resource use</i> – The location of site H2 would encourage travel by personal car and would not be accessible by walking, cycling or public transport. It would therefore increase reliance on fossil fuels and carbon emissions. New clubhouse facilities would need to be provided on this site.</p>		
	<p><i>Promoting social well being</i> – Providing sports pitches in general would promote social wellbeing, however, clearly the fact that the facilities cannot easily be accessed by foot/cycle and that they are divorced from the town itself could be considered to discourage social well being, especially compared to the status quo.</p>		
	<p><i>Encouraging sustainable economic development</i> – Whilst sports pitches are not economic development in themselves, it is important to ensure that sports clubs are sustainable and viable in the long term. Provision of all the sport pitches for the town on site H2 as envisaged by Honiton Development Trust could potentially create a more economically sustainable and viable facility than having multiple smaller facilities dotted around the town. However, if participation dropped off as a result of not being able to access the facilities then this may have the opposite effect.</p>		

	<i>Taking a long term view of our actions</i> – As with delivery of sports facilities on any of the sites, this will be about ensuring that current and future generations have access to sufficient sports facilities. Clearly the accessibility issues with this site would weigh against it.
Strategy 4 – Balanced Communities	As with any of the sites being considered, the delivery of sports pitches on this site would help to secure social and community facilities which help contribute towards a balanced community. Clearly, however, pitches delivered in the heart of the community could have a better outcome in creating a balanced community. Delivery of pitches in this location would alienate users that do not have access to a private car and potentially lead to a more unbalanced community.
Strategy 5B – Sustainable Transport	Site H2’s location distant from the town, at the top of a steep hill and down a series of narrow country lanes would discourage access by sustainable transport modes and mean that effectively all users of the site would arrive by personal car. There would be an increase in vehicle movements that could potentially be beyond what the local road network could safely accommodate at peak times.
Strategy 7 – Development in the Countryside	Site H2 is located in the open countryside a good distance from the Honiton Built-up Area Boundary. Policy RC4 allows for sports facilities to be developed in the countryside where certain criteria are adhered to. These criteria are considered against that policy further on in this assessment. Being so removed from the urban area and in such a sensitive landscape setting (AONB), sports pitch development here (and perhaps more specifically the clubhouse, car parking, traffic and noise generate by) would harm the distinctive landscape, amenity and environmental qualities of the landscape within which it is located.
Strategy 23 – Development at Honiton	Sports pitch development in this location would not meet the aspiration to minimise car travel and would in fact increase the need to travel by car. It would not encourage ribbon development, but would not focus development on the existing urban fabric. Honiton Development Trust’s plans would support the needs and aspirations of the sports clubs in that they would provide additional and potentially enhanced pitches; however clubs have expressed a desire to stay within the town in a location that is easily accessible by foot which this site is not. Whilst the supporting text to the policy implicitly supports provision of sports pitches on this site, it clearly says this is in line with community aspirations and it is no longer clear whether there is really a community aspiration for relocation to Tower Hill any longer.
Strategy 46 – Landscape Conservation and Enhancement and AONBs	Site H2 is within the wider East Devon Central Ridges Landscape Character Area and shares many of the distinctive characteristics associated with this character area. The site is located within the Open Inland Planned Plateaux Landscape Character Type and again shares many of the distinctive characteristics of the character type. Delivering additional sports pitches in this location would detract from the distinctive landscape character of the area. This may be able to be reduced through careful design, but it could never be considered insignificant in such a location. Unless no other more suitable alternatives exist, the site could not satisfy this strategy.
Strategy 47 – Nature Conservation and Geology	As a site in an isolated location far away from any existing urban environment, this site is likely to be particularly sensitive in terms of biodiversity. The existing hedgerows will provide a valuable matrix of ecological habitats and corridors as well as acting as bat flight corridors and navigation beacons. The site includes two ponds (which may only be seasonal) and the biodiversity value of these should be assessed.
D3 – Trees and Development Sites	The Council’s arboricultural officers have considered the plans of Honiton Development Trust and feel that whilst many of the proposed pitch locations appear to respect existing trees and hedgerows, the proposed clubhouse would be directly on top of an existing hedgebank. In addition to this, with the intensive use of the site for so many sports pitches, the likelihood of users cutting through or damaging hedges, and the impact on biodiversity would be unacceptable.

EN7 – Proposals Affecting Sites which may potentially be of Archaeological Importance	Consultation with the County Council’s Historic Environment team has highlighted that prehistoric cremations have been discovered in the wider landscape surrounding this site and considering the scale of the proposals by Honiton Development Trust it is likely that geophysical surveys and archaeological work would be required on the site.
EN13 – Development on High Quality Agricultural Land	Site H2 is located on Grade 4 agricultural land. That being the case this policy is not directly relevant, though the delivery of sports pitches in this location could avoid the need to use high quality agricultural land.
EN14 – Control of Pollution	Sports pitches must be maintained and this may include occasional use of pesticides, however this would be in small doses perhaps once a year. However, with so many pitches located in one place the cumulative effect of this treatment could potentially be significant. The STRI Stage 1 report highlights that the site is low in agricultural weeds although this may be due to the fact it is arable farmland treated with weed kill accordingly. Any planning application for the delivery of sports pitches on this site would need to explain the likely impact of this on the drainage outfall and subsequent watercourses. In addition to this, sports pitch usage creates noise pollution. Whilst this is likely to be restricted to weekends and evenings, this could potentially be a significant pollutant to the peaceful and tranquil landscape of the AONB, especially in such a large concentration. If the site were to be used for the relocation of all Honiton sports clubs then there would likely be a requirement for floodlights to serve any artificial surface or grass pitches capable of meeting higher league requirements. Floodlights in this location, no matter how well designed or mitigated would create unacceptable levels of pollution into the AONB which could have a significant impact on local biodiversity. The hill top location would also make it likely for floodlighting to be clearly visible across the Otter Valley and into the Blackdown Hills AONB.
EN16 – Contaminated Land	Site H2 is not on or in such close proximity to any contaminated land for this policy to apply.
EN21 – River and Coastal Flooding	Site H2 is within floodzone 1 and therefore not located within the floodplain. As such it is not necessary to carry out a sequential test.
EN22 – Surface Run-off Implications of New Development	Sports pitches themselves will not create significant surface run-off implications and as such no remedial measures such as SUDS are likely to be required. However, any new sports pitches would have sports drainage installed and the implications of this drainage would need to be considered. The construction of clubhouse facilities, car parking and an access drive may merit some form of SUDS considering the scale of the development.
RC4 – Recreation Facilities in the Countryside and on the Coast	Sports pitch development does not by definition need a countryside location (unlike potentially a shooting range, golf course, gliding club or equine development for example). However, if there were no sites within or adjoining the urban area suitable for sports pitch development then that may then mean that the facilities required a countryside location. However this is not the case as evidenced by the assessments of other site contained within this report. In addition to this, the proposals of Honiton Development Trust would not be in scale with the character, environmental characteristics or setting of the area and would conflict with countryside, nature and landscape policies as set out above. The site would not be safely accessible considering the volume of traffic that would be generated and parking would be unlikely to be discreetly located even with mitigation. There are no existing buildings on site and so new buildings would be required for the clubhouse. The clubhouse would need to be extensive rather than limited in scale in order to serve all of the town’s sports clubs as proposed by Honiton Development Trust.
RC5 – Community Buildings	The site’s location in the open countryside means that any clubhouse facility available to the wider community would not comply with this policy.
RC6 – Local Community Facilities	This policy allows for local community facilities in the open countryside where they meet the listed criteria and there is a proven need for the facility. Should this site be chosen as the best option then there would be a proven need for the facility as without changing facilities/clubhouse the site would

	not be viable or usable. However, the clubhouse facility proposed in Honiton Development Trust plans would not be compatible with the character of the surrounding area due to its countryside location with minimal if any development in the immediate vicinity. The proposal would not be well related to the built form of the town. The site would not be accessible by foot or bike and the traffic generated would struggle to be safely accommodated on local road. The proposal would not be detrimental to the amenity of neighbouring residents as there are none, however it would be detrimental to the wider countryside amenity.
RC7 – Shared Community Facilities	The clubhouse building proposed on site would be available for all clubs to use and also other community groups to aid with income generation.
TC2 – Accessibility of New Development	Site H2 would not be accessible by pedestrians, cyclists or public transport and would not be located close to the residential areas from which people are travelling. That being the case it would not be a suitable location for such a development.
TC4 – Footpaths, Bridleways and Cycleways	The site is not currently accessible by footpath, bridleway or cycle path. For the site to potentially be acceptable it would have to provide new footpaths and cycleways connecting the site to the town. However, in reality the steepness of the hill would likely discourage the majority of users from accessing the site via foot or bike even if such provision were available.
TC7 – Adequacy of Road Network and Site Access	Consultation with the local highways authority has raised the issue of Tower Road being narrow with no footpaths or street lighting plus the existing access visibility is less than adequate. In addition to this there have been a number of road traffic incidents on junctions in the local road network. The amount of traffic generated by this development would only serve to increase the likelihood of such incidents in the future and there is limited ability to improve the road network accordingly.
TC9 – Parking Provision in New Development	Policy TC9 does not require a specified number of parking spaces for sports pitch development. The location of the site means that all users would need to travel to it by private car and as such significant parking provision would be required. Guidance from Sport England and NGBs may help in this regard.

Former Showground (H4)

Site ref	H4	Site name	Former Showground
Highways comments			The visibility splay would need some slight improvements, with the hedge row being moved back in places and being cut. Whilst it would be possible to walk or cycle to the site it may not be safe to do so. Most of the route would not be street lit and may not have footways or cycleway in places. There appears to be one slight collision on Langford road.
Archaeology comments			This site occupies a large area on the edge of a floodplain and in an area that would have been attractive for early settlement. Depending on the nature and scope of the proposed groundworks for the use of the site as a sports pitch more detailed archaeological information may be required to support any planning application for development here. This information may take the form of a geophysical survey and/or evaluation of the proposed development site.
Landscape comments			Due to its siting within the AONB, the extent of the required groundworks and construction works, the loss of high value agricultural land and the site's existing green framework the delivery of sport pitches on this site would have an overall moderate adverse landscape and visual impact.
Arboricultural and ecological comments			The old hedgebank running SE-NW through the north eastern part of the site has moderate to high ecological value. There is an actively flowing watercourse associated with the eastern half, an outlier badger set in the central section and a mature broadleaved trees and small copse at the south eastern end.
Strategy 3 – Sustainable Development			<i>Conserving and enhancing the environment</i> – Site H4 is on the edge of the urban area but quite clearly removed from the main bulk of the town by the A30 Honiton bypass. Providing sports pitches here could potentially have some harm to biodiversity and the quality and character of the landscape unless designed appropriately and sensitively. The drainage outfalls from any sports pitch drainage would feed into the existing culvert at the south-western end of the site or the small watercourse following the hedgeline at the north-eastern end of the site and not add to potential issues of surface water flooding. This would reduce the surface water flood risk on-site. The site is not on previously developed land, however no such suitable sites exist at Honiton.
			<i>Prudent natural resource use</i> – The location of site H4 is close to town, however is relatively difficult to reach safely by foot or bike due to the A30/A35 junction arrangements. This means that unless a new foot/cycle bridge was installed, it probably would not discourage that many people from travelling by vehicular transport (be that car or bus) thereby not reducing reliance on fossil fuels or carbon emissions. The site would be accessible by public transport with the bus to Taunton passing by the entrance to the site. Location here, isolated from other sports facilities would mean that a clubhouse or at least changing facilities would be required on site rather than relying on existing facilities.
			<i>Promoting social well being</i> – Providing sports pitches on this site would promote social wellbeing as it would on any of the sites. If the facilities could be accessed by a safe pedestrian/cycle access then the site could be considered to have better social wellbeing outcomes than some other sites due to its proximity to the majority of the town's population.
			<i>Encouraging sustainable economic development</i> – Whilst sports pitches are not economic development in themselves, it is important to ensure that sports clubs are sustainable and viable in the long term. Whilst the site is not big enough to meet all of the rugby club's needs in one location it can provide for the majority of them in conjunction with the retention and improvement of facilities at All Hallows. Location immediately adjacent to the urban area could encourage any clubhouse facilities to be available for other community groups helping the club to achieve a long term income stream.

	<p><i>Taking a long term view of our actions</i> – As with delivery of sports facilities on any of the sites, this will be about ensuring that current and future generations have access to sufficient sports facilities. In conjunction with existing facilities in the town, the site could deliver the majority of the town’s requirements for rugby for years to come.</p>
<p>Strategy 4 – Balanced Communities</p>	<p>As with any of the sites being considered, the delivery of sports pitches on this site would help to secure social and community facilities which help contribute towards a balanced community. Clearly, however, pitches delivered in the heart of the community could have a better outcome in creating a balanced community. Pitches in this location would be in fairly close proximity to the population from which users would travel, although location on the opposite side of the A30 could be a barrier to access by foot/bike for some people.</p>
<p>Strategy 5B – Sustainable Transport</p>	<p>Considering site H4’s location on the edge of the town it has a relatively poor accessibility by foot and bike. Provision of safe foot/cycle access could reduce the need to travel by car but it could be at significant extra cost depending on the option taken. The Honiton to Taunton bus passes by the entrance to the site and potentially a new stop could be provided here, otherwise the closest stop would be on Monkton Road, the other side of the A30. Some users will still need to access the site by car and the proposed development would lead to an increase in vehicle movements. Comments from the local highways authority suggest that these could be accommodated by the local road network but visibility splays would need to be improved on Langford Road.</p>
<p>Strategy 7 – Development in the Countryside</p>	<p>Site H4 is located adjacent to the Built-up Area Boundary (separated by the A30 Honiton bypass) and so technically within open countryside. Unlike site H1 which physically abuts the BuAB and feels physically part of the town, site H4 feels less part of the urban fringe and more part of the open countryside, mainly due to the dividing barrier of the A30. Policy RC2 allows for sports facilities to be developed on land within and adjoining urban or built-up areas where certain criteria are adhered to. These criteria are considered against that policy further on in this assessment. The site’s location could perhaps be argued to divert from the pattern of the settlement in terms of its containment between the A30 and the higher land to the south and west of the town. However, ignoring the existence of the A30, the town has historically grown in the area of land between the floodplain and the hills and as such this site would continue that development. Having said that, the A30 does form a significant cut-off to the town and developing this site (even for sports pitches) could potentially be seen as a departure from the traditional form of the settlement in landscape terms. So long as potential re-profiling of the land is kept to a minimum and any built facilities are minimised and located in the least sensitive part of the site (probably the south-west corner) then this could minimise landscape impact.</p>
<p>Strategy 23 – Development at Honiton</p>	<p>Sports pitch development in this location could minimise car travel in comparison to some options so long as safe/suitable foot/cycle access could be achieved. Development of the site could be said to mildly encourage ribbon development as it is located at one end of the town, however it is still in relatively close proximity to the town centre unlike some sites under consideration. It would support the needs and aspirations of Honiton sports clubs who have expressed a desire to stay within the town and assuming that safe/suitable access can be achieved in a location that is easily accessible by foot. The site would also support the aim for improving sporting and community facilities to serve Honiton. Clearly, however, it is at odds with the aim to support the provision of sports pitches on hill top land to the south of the town, though whether there is really a community aspiration for this any longer is unclear.</p>
<p>Strategy 46 – Landscape Conservation and Enhancement and AONBs</p>	<p>Site H4 is within the wider Blackdown Hills Landscape Character Area though shows little in the way of the distinctive characteristics associated with this character area. The site is located within the Upper Undulating Farmed and Wooded Slopes Landscape Character Type and shares some of</p>

	<p>the distinctive characteristics. The site is generally seen in the context of Honiton rather than the Blackdowns due to its location immediately adjacent to the town and the A30 on the southern side of the River Otter. The site is within the AONB and so the strategy would only permit sports pitch development in this location if it could not reasonably be accommodated elsewhere. The only site capable of hosting additional rugby pitches outside of the AONB would be Kings Arms Farm (site H7), however the pitches would have to be delivered in the floodplain which may be considered unreasonable. This site is perhaps therefore more appropriate and would have the least harmful impact on AONB landscapes out of all of the options within the AONB. Pitch development and any associated additional car parking or clubhouse facilities would need to respect the landscape setting and reduce landscape impact to minimal. STRI’s potential plans show significant cut and fill re-profiling on the site resulting in large embankments. This may not be appropriate in landscape terms and therefore the pitches may be required to be delivered at slightly outside RFU/Sport England cross fall guidelines for the gradient of the pitches to have an acceptable impact.</p>
<p>Strategy 47 – Nature Conservation and Geology</p>	<p>The north-eastern border of the site contains a badger sett and small watercourse. The plans for the site show the cut and fill embankments at a fair distance from the location of the badger sett but impacts would have to be fully understood at a more detailed stage of planning. The presence of badgers on site are not necessarily a great mix with sports pitches as they can cause significant damage to the playing surface. If possible the sett should be retained and impacts mitigated, however it may be more appropriate to consider relocating the sett to a less sensitive location.</p>
<p>D3 – Trees and Development Sites</p>	<p>Consultation with the Council’s arboricultural officers has highlighted the hedgebank running along the north-eastern boundary of the site as likely to be important under Hedgerow Regulations. The hedgebank has a small associated watercourse and a badger sett about half way along which combined with its “important” status means that it is unlikely to be suitable for removal or relocation and therefore any plans for the site need to respect it. The STRI potential plans show this hedgerow being avoided but potential impacts on the hedgerows forming the north-west and south-east borders of the site. These boundaries are less sensitive, having been created as part of the development of the A30 Honiton bypass, but if necessary the cut and fill embankments could be delivered at steeper gradients or pitches could be delivered just beyond Sport England/RFU cross fall guidelines to reduce the impact.</p>
<p>EN7 – Proposals Affecting Sites which may potentially be of Archaeological Importance</p>	<p>Consultation with the County Council’s Historic Environment team has highlighted that the site would have been attractive for an early settlement in the area and so depending on the nature and scope of the proposed groundworks for the use of the site as a sports pitch more detailed archaeological information may be required to support any planning application for development here. The plans proposed by STRI suggest significant re-profiling of the land and as such it is likely that a geophysical survey and archaeological work would be required.</p>
<p>EN13 – Development on High Quality Agricultural Land</p>	<p>Site H4 is located on Grade 2 agricultural land. That being the case, policy EN13 protects it from development not associated with agriculture or forestry unless there is an overriding need and certain tests are met. In this case, the PPS demonstrates an overriding need to find sites for sports pitch delivery in the Honiton area, and this report clearly explains why (other than site H1 which is also recommended), sites on land of lower quality agricultural land (sites H2, H5 and H7) are not suitable for sports pitch delivery or could not accommodate the number of pitches required. In addition to this the benefits of sports pitch provision close to the town could potentially justify the loss of such high quality agricultural land.</p>
<p>EN14 – Control of Pollution</p>	<p>Sports pitches must be maintained and this may include occasional use of pesticides, however this would be in small doses perhaps once a year. However, with so many pitches located in one place the cumulative effect of this treatment could potentially be significant. The STRI Stage 1 report</p>

	<p>highlights that the site is low in agricultural weeds and the field is in pastoral use so is unlikely to have been treated with weedkill. Any planning application for the delivery of sports pitches on this site would need to explain the likely impact of this on the drainage outfall and subsequent watercourses. In addition to this, sports pitch usage creates noise pollution. Whilst this is likely to be restricted to weekends and evenings, this could potentially be a significant pollutant. Whilst the site’s location within the Blackdown Hills AONB means it is potentially sensitive to noise pollution, it is immediately next to the A30 and close enough to the main urban area to be unlikely to have any significant additional impact on the amenity of the area. The site is not necessarily as peaceful or tranquil as other sites within the AONB. Floodlights in this location would likely create unacceptable levels of pollution in the AONB and wider landscape and so should be avoided.</p>
EN16 – Contaminated Land	<p>Part of site H4 is identified as being potentially contaminated land. This is recorded as an “active landfill”, however it is understood to relate to the construction of the A30 Honiton bypass and the forming of embankments to facilitate the A30/A35 junction. That being the case, it is unlikely that a full contaminated land assessment would be required as there would be no potential for harm to future users of the site.</p>
EN21 – River and Coastal Flooding	<p>The majority of site H4 is within floodzone 1 and therefore not located within the floodplain. A small amount of the site at the western end (along the existing watercourse and culvert) is within floodzone 2 and 3 but development would not be proposed in this area. As such it is not necessary to carry out a sequential test.</p>
EN22 – Surface Run-off Implications of New Development	<p>Sports pitches themselves will not create significant surface run-off implications and as such no remedial measures such as SUDS are likely to be required. However, any new sports pitches would have sports drainage installed and the implications of this drainage would need to be considered. The construction of clubhouse facilities, car parking and an access drive may potentially merit some form of SUDS considering the scale of the development, though at present this is not expected.</p>
RC2 – New Open Space, Sports Facilities and Parks	<p>The delivery of sports pitches on site H4 (which adjoins the urban area of Honiton) could (if not carefully designed) unduly affect the character and appearance of the area. That being the case, careful designing of built facilities, re-profiling of land and screening of more intrusive elements of the development must be important factors of any development in this location. In fact, the delivery of sports pitches here could positively secure the site from being developed for housing or other uses in the future which could have a more significant negative effect on the character and appearance of the area. Access to the facilities by bicycle and foot will need to be improved to ensure they can be reached safely by these modes. Buses stop on Monkton Road which is a short walk from the site, and also pass along Langford Road heading towards Dunkeswell. Potentially the formation of a new bus stop on Langford Road could be explored. The STRI potential site plans show where car parking could be accommodated on this site. This would likely be required to be provided in the form of grasscrete or similar to reduce the landscape impact. Cycle storage would need to be located at the clubhouse. The local highways authority raised no concerns over the accessibility of the site in general other than the potential need to improve the visibility splays of the site entrance on Langford Road and the safety accessing the site by foot/bike. Whilst the site is located on Grade 2 agricultural land of potential archaeological interest in the AONB this assessment shows how it is of less overall harm and of greater overall benefit than other potential sites under consideration.</p>
RC5 – Community Buildings	<p>The site’s location adjacent to the BuAB means that it would potentially be a suitable location for a community building such as a clubhouse.</p>
RC6 – Local Community Facilities	<p>This policy allows for local community facilities on sites adjoining BuABs where they meet certain criteria. Any facility would need to reflect the character of the site and surroundings and be located in the south-eastern corner to minimise landscape impact and be seen in the context of the</p>

	existing town. As with requirements of other policies considered here, a safe pedestrian/cycle access would need to be provided. There are no immediate neighbours whose amenity would be affected.
RC7 – Shared Community Facilities	The clubhouse building proposed on site would need to be available for other community groups to use. This would aid with income generation and being close to town would likely be well used by other groups.
TC2 – Accessibility of New Development	Site H4 is located close to the urban areas from which users will travel and so with suitable improvements to foot/cycle access would minimise the need to travel by car. Without these improvements, however, development of this site would potentially not be suitable. Any more detailed plans as part of a planning application would need to provide adequate provision for access by those with reduced mobility.
TC4 – Footpaths, Bridleways and Cycleways	A footpath does exist along Monkton Road, over the A30 bridge down to Langford Road, however, this is not a particularly safe route for pedestrians due to the volume and nature of the traffic which the A30/A35 junction hosts. No other footpaths or cycleways serve the site. In order for the site to be progressed a suitable safe access for pedestrians and cyclists would need to be provided linking the site to the town side of the A30.
TC7 – Adequacy of Road Network and Site Access	Consultation with the local highways authority has suggested that visibility splays for the Langford Road entrance to the site would likely need to be improved. In addition to this pedestrian/cycle access would need to be improved as per comments above. No concerns were raised about the adequacy of the local road network to accommodate sports pitch development on this site.
TC9 – Parking Provision in New Development	Policy TC9 does not require a specified number of parking spaces for sports pitch development. Whilst the location of this site should minimise travel by car (so long as safe pedestrian/cycle access can be achieved) there will inevitably be a need to accommodate car parking on site. Guidance from Sport England and NGBs may help in this regard.

Former Manor House School (H5)

Site ref	H5	Site name	Former Manor House School
Highways comments	The access road would need widening allowing two cars can pass one another. Cuckoo Down Lane is narrow with very few intervisibility passing places.		
Archaeology comments	The Historic Environment Record records the find of prehistoric cremations in the surrounding landscape. Depending on the nature and scope of the proposed groundworks for the use of the site as a sports pitch more detailed archaeological information may be required to support any planning application for development here. This information may take the form of a geophysical survey and/or evaluation of the proposed development site.		
Landscape comments	Due to the limited scale of the development, the delivery of sport pitches on this site would have an overall minor to negligible adverse landscape and visual impact.		
Arboricultural and ecological comments	The hedgebanks and associated trees around the boundaries should be considered as minor constraints at the periphery of the site.		
Strategy 3 – Sustainable Development	<p><i>Conserving and enhancing the environment</i> – Site H5 is in the open countryside within the East Devon AONB. Providing sports pitches on this site could potentially have a significant detrimental effect on the local environment, biodiversity and the quality and character of the landscape if not appropriately and sensitively designed. The site has, however, previously been used for sports pitches and only in recent years has this use ceased. Therefore reintroducing sports use to the site may be considered to have less of an impact than on a similar site that had not had such a previous use. The site is located entirely out of the floodzone and any sports pitches would have sports pitch drainage installed would reduce the risk on-site through installation of sports pitch drainage. The site is not on previously developed land, however no such suitable sites exist at Honiton.</p>		
	<p><i>Prudent natural resource use</i> – The location of site H5 would encourage travel by personal car and would not be accessible by walking, cycling or public transport. It would therefore increase reliance on fossil fuels and carbon emissions. A pavilion already exists on the site, however the owners do not wish for it to be used by clubs if the site is used for sports pitches in the future as this would clash with current uses. A new clubhouse may therefore required to be provided on this site.</p>		
	<p><i>Promoting social well being</i> – Providing sports pitches in general would promote social wellbeing, however, clearly the fact that the facilities cannot easily be accessed by foot/cycle and that they are divorced from the town itself could be considered to discourage social well being, especially compared to the status quo.</p>		
	<p><i>Encouraging sustainable economic development</i> – Whilst sports pitches are not economic development in themselves, it is important to ensure that sports clubs are sustainable and viable in the long term. The site is only large enough to accommodate a couple of adult pitches which would be isolated from other pitch facilities in the town. This would have cost implications for any club using the facility in terms of transporting ground maintenance equipment and having to maintain two separate sites. If a club were able to move wholesale to the site (and therefore only need to maintain the one site) this could be viable, however they would be located well outside the town. If participation dropped off as a result of users not being able to access the facilities then this may in fact have the opposite effect.</p>		
	<p><i>Taking a long term view of our actions</i> – As with delivery of sports facilities on any of the sites, this will be about ensuring that current and future generations have access to sufficient sports facilities. Clearly the accessibility issues with this site would weigh against it. However, the fact that the site has been used for sports pitches in the past would potentially reduce the impact in comparison to brand new provision.</p>		

<p>Strategy 4 – Balanced Communities</p>	<p>As with any of the sites being considered, the delivery of sports pitches on this site would help to secure social and community facilities which help contribute towards a balanced community. Clearly, however, pitches delivered in the heart of the community could have a better outcome in creating a balanced community. Delivery of pitches in this location would alienate users that do not have access to a private car and potentially lead to a more unbalanced community.</p>
<p>Strategy 5B – Sustainable Transport</p>	<p>Site H5’s location distant from the town, at the top of a steep hill and down a series of narrow country lanes would discourage access by sustainable transport modes and mean that effectively all users of the site would arrive by personal car. There would be an increase in vehicle movements that could potentially be beyond what the local road network could safely accommodate at peak times.</p>
<p>Strategy 7 – Development in the Countryside</p>	<p>Site H5 is located in the open countryside a good distance from the Honiton Built-up Area Boundary. Policy RC4 allows for sports facilities to be developed in the countryside where certain criteria are adhered to. These criteria are considered against that policy further on in this assessment. Having said that, the site is an existing playing field, formerly belonging to the Manor House School but not currently in sports use. It is therefore protected for that use by policy RC1. Being so removed from the urban area and in such a sensitive landscape setting (AONB), new sports pitch development here (and perhaps more specifically the clubhouse, car parking, traffic and noise generate by) would harm the distinctive landscape, amenity and environmental qualities of the landscape within which it is located. As the site is a former school playing field it would be difficult to resist its continued use as sports pitches, however, the associated impacts must be understood. Use as community sports pitches would likely have more significant traffic and noise impacts than use of the field by a small private school as was previously the case. Development of additional buildings or car parking in this location could potentially have detrimental impacts.</p>
<p>Strategy 23 – Development at Honiton</p>	<p>Sports pitch development in this location would not meet the aspiration to minimise car travel and would in fact increase the need to travel by car. It would not encourage ribbon development, but would not focus development on the existing urban fabric. Formalising sports pitches in this location would support the needs and aspirations of the sports clubs in that they would provide additional and potentially enhanced pitches; however clubs have expressed a desire to stay within the town in a location that is easily accessible by foot which this site is not. Whilst the supporting text to the policy implicitly supports provision of sports pitches on hill top land to the south of the town, it clearly says this is in line with community aspirations and it is no longer clear whether there is really a community aspiration for this any longer.</p>
<p>Strategy 46 – Landscape Conservation and Enhancement and AONBs</p>	<p>Site H5 is within the wider East Devon Central Ridges Landscape Character Area and shares many of the distinctive characteristics associated with this character area. The site is located within the Open Inland Planned Plateaux Landscape Character Type and again shares many of the distinctive characteristics of the character type. Delivering new sports pitches in this location would detract from the distinctive landscape character of the area, however, as the site is a former school playing field this issue is less clear cut than for site H2 for instance which shares many of the same characteristics otherwise. So long as formalising pitches on this site did not impact on any of the distinctive characteristics of the landscape area then it may not be as intrusive as on site H2. However, the site is still within the AONB and formalising sports pitches in this location would lead to an unacceptable increase in traffic and noise in a tranquil landscape. Unless no other more suitable alternatives exist, it would be difficult for this site to satisfy this strategy.</p>
<p>Strategy 47 – Nature Conservation and Geology</p>	<p>As a site in an isolated location far away from any existing urban environment, this site is likely to be particularly sensitive in terms of biodiversity. The mature hedgerows and associated trees are likely to be bat</p>

	flight corridors and act as navigation beacons. This being the case these features should be retained and respected.
D3 – Trees and Development Sites	Consultation with the Council’s arboricultural officers has highlighted the hedgebanks and associated trees as minor constraints at the periphery of the site. Pitch provision would need to respect these as much as possible. Due to the fact that this is a flat site and would require no re-profiling to create platforms for the pitches, STRI’s potential plans show pitches that do not interfere with the hedgerows or trees forming the boundaries to the site. However, if an extension were required for the clubhouse and car parking then there could be some impacts on the north-western boundary.
EN7 – Proposals Affecting Sites which may potentially be of Archaeological Importance	Consultation with the County Council’s Historic Environment team has highlighted that prehistoric cremations have been discovered in the wider landscape surrounding this site. As the site is relatively flat there would likely be no re-grading works required, with potentially the installation of sports pitch drainage being the only surface works. Therefore more in-depth archaeological assessment such as geophysical surveys may not be required, however there still is a chance that they may be.
EN13 – Development on High Quality Agricultural Land	Site H5 is located partly on Grade 4 and partly on Grade 3 agricultural land. Without a more in-depth survey it is not known whether the Grade 3 area falls into Grade 3a (good) or 3b (moderate). If 3b then this policy is not directly relevant, though the delivery of sports pitches in this location could avoid the need to use high quality agricultural land. Even if 3a, the site is a former playing field and is not in agricultural use and so it would be unlikely to be considered a loss of high quality agricultural land.
EN14 – Control of Pollution	Sports pitches must be maintained and this may include occasional use of pesticides, however this would be in small doses perhaps once a year. The STRI Stage 1 report highlights that the site is low in agricultural weeds, perhaps a legacy of the site’s former use as sports pitches, however it is a sign that only limited use of weedkill might be necessary. Any planning application for the delivery of sports pitches on this site would need to explain the likely impact of this on the drainage outfall and subsequent watercourses. In addition to this, sports pitch usage creates noise pollution. Whilst this is likely to be restricted to weekends and evenings, this could potentially be a significant pollutant to the peaceful and tranquil landscape of the AONB. Whilst the site has been previously used for school sports pitches, they served a small private school and would have had far less intensive use than formalised community sports pitches for club use. This increase in noise pollution could be significant in its impact on the tranquil AONB landscape in this location. Whilst not intended for this location, it is important to note that floodlights, no matter how well designed or mitigated would create unacceptable levels of pollution into the AONB which could have a significant impact on local biodiversity. The hill top location would also make it likely for floodlighting to be clearly visible across the Otter Valley and into the Blackdown Hills AONB.
EN16 – Contaminated Land	Site H5 is not on or in such close proximity to any contaminated land for this policy to apply.
EN21 – River and Coastal Flooding	Site H5 is within floodzone 1 and therefore not located within the floodplain. As such it is not necessary to carry out a sequential test.
EN22 – Surface Run-off Implications of New Development	Sports pitches themselves will not create significant surface run-off implications and as such no remedial measures such as SUDS are likely to be required. However, any new sports pitches would have sports drainage installed and the implications of this drainage would need to be considered. It is unlikely that any new clubhouse facilities or extended car parking if required would merit the provision of SUDS either but for instance additional car parking could be provided on a porous surface to avoid increasing surface run-off.
RC4 – Recreation Facilities in the Countryside and on the Coast	New sports pitch development does not by definition need a countryside location (unlike potentially a shooting range, golf course, gliding club or equine development for example). However, if there were no sites within or adjoining the urban area suitable for sports pitch development then that may

	<p>then mean that the facilities required a countryside location. However, the fact that this is a former school playing field means that this site would not require planning permission for continued use as sports pitches. Installation of sports pitch drainage to enable intensified use of the site, new clubhouse/changing facilities and extended parking would require planning permission and as such would probably be assessed against this policy as they would introduce an increased usage of the site and associated impacts. A significant increase in traffic and noise pollution would not be in scale with the character, environmental characteristics or setting of the area and would conflict with countryside, nature and landscape policies as set out above. The site would not be safely accessible considering the volume of traffic that would be generated if usage were increased significantly. The existing pavilion would need to be used for changing/clubhouse provision as additional buildings in this location would not be appropriate.</p>
RC5 – Community Buildings	<p>Provision of a new community building (clubhouse) in this location would not comply with the policy due to the site’s open countryside location. Therefore the existing pavilion would need to be used.</p>
RC6 – Local Community Facilities	<p>This policy allows for local community facilities in the open countryside where they meet the listed criteria and there is a proven need for the facility. There is no proven need for a new building as the existing pavilion was constructed for the purpose of being changing facilities/clubhouse for the playing field.</p>
RC7 – Shared Community Facilities	<p>Sharing of the pavilion with other community groups and businesses would meet the aims of this policy. Whether this site is an appropriate location for the current/proposed uses which have prompted the owner to state that the pavilion could not be used by any sports clubs using the site is not commented on here.</p>
TC2 – Accessibility of New Development	<p>Site H5 would not be accessible by pedestrians, cyclists or public transport and would not be located close to the residential areas from which people are travelling. That being the case it would not be a suitable location for such a development.</p>
TC4 – Footpaths, Bridleways and Cycleways	<p>The site is not currently accessible by footpath, bridleway or cycle path. For the site to potentially be acceptable it would have to provide new footpaths and cycleways connecting the site to the town. However, in reality the steepness of the hill would likely discourage the majority of users from accessing the site via foot or bike even if such provision were available.</p>
TC7 – Adequacy of Road Network and Site Access	<p>Consultation with the local highways authority has raised the issue that the access road would need widening allowing two cars can pass one another and that Cuckoo Down Lane is narrow with very few intervisibility passing places. In addition to this, the local road network has no footpaths or street lighting.</p>
TC9 – Parking Provision in New Development	<p>Policy TC9 does not require a specified number of parking spaces for sports pitch development. The location of the site means that all users would need to travel to it by private car and as such significant parking provision would be required. Guidance from Sport England and NGBs may help in this regard.</p>

Kings Arms Farm (H7)

Site ref	H7	Site name	Kings Arms Farm
Highways comments	Existing access, no work should be needed. Walking and cycling would be possible but would be un safe in places as the not all of the route is street lit nor does the whole rout have footways or cycle ways.		
Archaeology comments	This site lies in an area of high archaeological potential, adjacent to the Roman Exeter-Honiton road and in an area where there is a concentration of prehistoric activity. Any proposals for development here must be supported by the results of a programme of archaeological work to enable an understanding of the presence and significance of any heritage assets that may be affected by development here. This information would take the form of a <u>geophysical survey and evaluation of the proposed development site</u> .		
Landscape comments	Due to its siting within the countryside, the extent of the required groundworks and construction works and the site's existing green framework the delivery of sport pitches on this site would have an overall moderate adverse landscape and visual impact.		
Arboricultural and ecological comments	So long as the hedgerows and associated features are retained the site has no other constraints.		
Strategy 3 – Sustainable Development	<p><i>Conserving and enhancing the environment</i> – Site H7 is in the open countryside though is located outside of either AONB. Delivery of sports pitches here would have less landscape harm than some other options, though would require careful planning regarding the banking on the northern edge of any pitches located outside of the floodplain and any built facilities to ensure no harm. Some pitches could be located entirely out of the floodzone, though this would necessitate some engineering works within the floodzone to create level platforms for the pitches, the flooding impact of which need to be understood. Additional pitches could be delivered on the floodplain, however by definition these would be at risk to seasonal river flooding and the subsequent impacts of this. Any sports pitches would have sports pitch drainage installed and this could reduce the risk of on-site surface water flooding. The site is not on previously developed land, however no such suitable sites exist at Honiton.</p>		
	<p><i>Prudent natural resource use</i> – Site H7 could be accessed by foot and bike, though the distance from the majority of the population and safety of roads would perhaps make such journeys unlikely. The site would be accessible by public transport with the main bus connecting Honiton, Ottery St. Mary, Cranbrook and Exeter running past the entrance the site. The site is likely to encourage a reasonable amount of travel by personal car, though with improvements to foot and cycle access that could be reduced. In comparison to some options, delivering pitches on this site could result in less reliance on fossil fuels and carbon emissions. A new clubhouse would be required in this location in order for any new pitches to be usable by clubs.</p>		
	<p><i>Promoting social well being</i> – Providing sports pitches on this site would promote social wellbeing as it would on any of the sites. If the facilities could be accessed by a safe pedestrian/cycle access then the site could be considered to have better social wellbeing outcomes than some other sites due to its proximity to the town, although it is still divorced from the majority of the town's population.</p>		
	<p><i>Encouraging sustainable economic development</i> – Whilst sports pitches are not economic development in themselves, it is important to ensure that sports clubs are sustainable and viable in the long term. The site is capable of taking a better spread of pitch sizes than the St. Rita's extension site (H1), however it's detached location from existing facilities could prove unsustainable for the clubs using the site as two separate facilities would need maintaining. If additional pitches were delivered in the floodplain then this may make the site more viable and sustainable for any users in the long term, however, this would be tempered by the additional maintenance and repair costs associated</p>		

	<p>with regular flooding.</p> <p><i>Taking a long term view of our actions</i> – As with delivery of sports facilities on any of the sites, this will be about ensuring that current and future generations have access to sufficient sports facilities. In conjunction with existing facilities in the town, the site could deliver the majority of the town’s requirements for football for years to come, or if pitches were delivered on the floodplain it could deliver for rugby.</p>
Strategy 4 – Balanced Communities	<p>As with any of the sites being considered, the delivery of sports pitches on this site would help to secure social and community facilities which help contribute towards a balanced community. Clearly, however, pitches delivered in the heart of the community could have a better outcome in creating a balanced community. Whilst being adjacent to the urban area of Honiton, this site is not that close to the majority of the population due to Heathpark industrial estate lying between the site and the bulk of the town’s housing. Having said that, a large housing site and employment allocation are located at this end of the town and the site could be closely associated with creating a balanced community at this end of the town.</p>
Strategy 5B – Sustainable Transport	<p>Considering site H7’s location on the edge of the town it has a relatively poor accessibility by foot and bike (though probably a little better than site H4). Provision of safe foot/cycle access could reduce the need to travel by car but it could be a significant extra cost. The main Honiton to Exeter bus passes by the main entrance to the site and there is a stop just to the east of the site. Some users will still need to access the site by car and the proposed development would lead to an increase in vehicle movements. Comments from the local highways authority suggest that these could be accommodated by the local road network and site access.</p>
Strategy 7 – Development in the Countryside	<p>Site H7 is located adjacent to the Built-up Area Boundary (separated by the A30 Honiton bypass) and so technically within open countryside. Unlike site H1 and similarly to site H4, site H7 feels less part of the urban fringe and more part of the open countryside, mainly due to the dividing barrier of the A30. Policy RC2 allows for sports facilities to be developed on land within and adjoining urban or built-up areas where certain criteria are adhered to. These criteria are considered against that policy further on in this assessment. The site’s location broadly aligns with the Local Plan’s allocation for employment and recent housing permissions extending the pattern of Honiton’s development in this direction. Having said that, the A30 does form a significant cut-off to the town and developing this site (even for sports pitches) could potentially be seen as a departure from the traditional form of the settlement in landscape terms. So long as potential re-profiling of the land is kept to a minimum / soft and any built facilities are minimised and located in the least sensitive part of the site (probably the alongside the road) then this could minimise landscape impact.</p>
Strategy 23 – Development at Honiton	<p>Sports pitch development in this location could minimise car travel in comparison to some options so long as safe/suitable foot/cycle access could be achieved. Development of the site could be said to mildly encourage ribbon development as it is located at one end of the town, however it is in line with the employment allocation and recent housing permission west of Hayne Lane and does not seek to extend the town any further west. It would broadly support the needs and aspirations of Honiton sports clubs who have expressed a desire to stay within the town and assuming that safe/suitable access can be achieved in a location that is relatively easily accessible by foot. The site would also support the aim for improving sporting and community facilities to serve Honiton. Clearly, however, it is at odds with the aim to support the provision of sports pitches on hill top land to the south of the town, though whether there is really a community aspiration for this any longer is unclear.</p>
Strategy 46 – Landscape Conservation and Enhancement and AONBs	<p>Site H7 is within the wider Clyst Lowland Farmlands Landscape Character Area and does possess some of the distinctive characteristics associated with this character area. Most of the site is located within the Unsettled Farmed Valley Floors Landscape Character Type which it typically shares many of</p>

	<p>the distinctive characteristics of. Part of the site (the area upon which the STRI plans show pitches being delivered) is within the Upper Undulating Farmed and Wooded Slopes Landscape Character Type though the site shares relatively few distinctive characteristics with this LCT. As with site H4, this site can be seen in the context of Honiton due to its location immediately adjacent to the town and the A30 on the southern side of the River Otter, however, due to the more open nature of the landscape at this end of the town the site can also be seen quite clearly in the context of the valley floor landscape. The site is outside the AONB and so the strategy would prefer sports pitch development in this location in comparison to other options within the AONB unless it could not reasonably be accommodated here. The site could accommodate pitches outside the floodplain without much issue, however only a few football pitches of varying sizes or a couple of rugby pitches could be delivered on site in this situation. It would only be able to accommodate the required number of rugby pitches for the town they would need to be provided on the floodplain which is not necessarily appropriate. Pitch development and any associated additional car parking or clubhouse facilities would need to respect the landscape setting and reduce landscape impact to minimal.</p>
Strategy 47 – Nature Conservation and Geology	<p>The hedgerow and trees forming the western boundary to the site are likely to act as bat flight corridors and navigation beacons and as such should be retained and respected. STRI’s potential plans show a good buffer from this boundary.</p>
D3 – Trees and Development Sites	<p>Consultation with the Council’s arboricultural officers has highlighted that so long as the hedgerows and associated features are retained the site has no other constraints. The site is therefore relatively unconstrained in comparison to others. The plans produced by STRI show little or no impact on the hedgerows and so there is anticipated to be no impact here.</p>
EN7 – Proposals Affecting Sites which may potentially be of Archaeological Importance	<p>Consultation with the County Council’s Historic Environment team has highlighted that the site lies in an area of high archaeological potential, adjacent to the Roman Exeter-Honiton road and in an area where there is a concentration of prehistoric activity. A geophysical survey would be required at minimum even with relatively minimal land re-profiling.</p>
EN13 – Development on High Quality Agricultural Land	<p>Site H7 is located on Grade 4 agricultural land. That being the case this policy is not directly relevant, though the delivery of sports pitches in this location could avoid the need to use high quality agricultural land.</p>
EN14 – Control of Pollution	<p>Sports pitches must be maintained and this may include occasional use of pesticides, however this would be in small doses perhaps once a year. However, with a number of pitches located in one place (especially if any were delivered on the floodplain) the cumulative effect of this treatment could potentially be significant. Use of such treatments on land within the floodplain itself is likely to be resisted or restricted by the Environment Agency. The STRI Stage 1 report highlights that the site is low in agricultural weeds and the field is in pastoral use so is unlikely to have been treated with weedkill. Any planning application for the delivery of sports pitches on this site would need to explain the likely impact of this on the drainage outfall and subsequent watercourses. In addition to this, sports pitch usage creates noise pollution. Whilst this is likely to be restricted to weekends and evenings, this could potentially be a significant pollutant. Whilst the site’s location is not within an AONB it is still open countryside. However, it is immediately next to the A30 and close enough to the main urban area to be unlikely to have any significant additional impact on the amenity of the area. Floodlights in this location would likely create unacceptable levels of pollution in the wider landscape and have an impact on the setting of both the East Devon and Blackdown Hills AONBs and so should be avoided.</p>
EN16 – Contaminated Land	<p>Site H7 is not on or in such close proximity to any contaminated land for this policy to apply.</p>
EN21 – River and Coastal Flooding	<p>The majority of site H7 is within floodzone 2 and 3 and therefore located within the floodplain of the River Otter. A relatively small strip of the site adjacent the road is outside of the floodplain within floodzone 1. The plans</p>

	<p>produced by STRI propose pitches being delivered on land outside of the floodplain and on land raised out of it through earthworks. Delivery of pitches as per these plans may not merit a sequential test, however would require agreement from the Environment Agency due to the engineering works within the floodplain required to raise land out of the floodplain and thus the potential for impact on flooding up and down stream. Delivery of pitches on the part of the site within floodzones 2 and 3 would potentially require a sequential test to be carried out, although if this just meant basic surface works and no engineering works or hard surfacing within the floodplain then it may not be required. If a sequential test were required then pitches would only be able to be delivered within the floodplain here if no reasonably available sites in floodzone 1 existed.</p>
<p>EN22 – Surface Run-off Implications of New Development</p>	<p>Sports pitches themselves will not create significant surface run-off implications and as such generally no remedial measures such as SUDS would be likely to be required. However, in this location so close to the floodplain it may potentially be necessary for some kind of attenuation to hold back the outfall from the sports pitch drainage system at certain times. The construction of clubhouse facilities, car parking and an access drive may also merit some form of SUDS considering the location of the site.</p>
<p>RC2 – New Open Space, Sports Facilities and Parks</p>	<p>The delivery of sports pitches on site H7 (which adjoins the urban area of Honiton) could (if not carefully designed) unduly affect the character and appearance of the area. That being the case, careful designing of built facilities, re-profiling of land and screening of more intrusive elements of the development must be important factors of any development in this location. In fact, the delivery of sports pitches here could positively secure the site from being developed for housing or other uses in the future which could have a more significant negative effect on the character and appearance of the area. Access to the facilities by bicycle and foot will need to be improved to ensure they can be reached safely by these modes. Buses pass the entrance to the site along the old A30 and there is a bus stop just to the east of the site. The STRI potential site plans show where car parking could be accommodated on this site. This would likely be required to be provided in the form of grasscrete or similar to reduce the landscape impact. Cycle storage would need to be located at the clubhouse. The local highways authority raised no concerns over the accessibility of the site in general other than safe access by foot/bike. Whilst the site is located on Grade 4 agricultural land outside the AONB, adjacent the town in a relatively easily accessible location it would require delivery of pitches on the floodplain to be at a scale large enough to accommodate the rugby needs of the town, in which case better options out of the floodplain exist. If only the land outside the floodplain were developed for pitches then there would only be room for a few football pitches and the location of St. Rita's extension is far more sustainable and appealing.</p>
<p>RC5 – Community Buildings</p>	<p>The site's location adjacent to the BuAB means that it would potentially be a suitable location for a community building such as a clubhouse.</p>
<p>RC6 – Local Community Facilities</p>	<p>This policy allows for local community facilities on sites adjoining BuABs where they meet certain criteria. Any facility would need to reflect the character of the site and surroundings, be located close to the road and well screened to minimise landscape impact and be seen in the context of the existing town. As with requirements of other policies considered here, a safe pedestrian/cycle access would need to be provided. The amenity of immediate neighbours would need to be considered.</p>
<p>RC7 – Shared Community Facilities</p>	<p>The clubhouse building required for the site would need to be available for other community groups to use. This would aid with income generation and being close to town would likely be well used by other groups.</p>
<p>TC2 – Accessibility of New Development</p>	<p>Site H7 is located relatively close to the urban areas from which users will travel in comparison to some options however it is still a reasonable distance from the majority. With suitable improvements to foot/cycle access, and considering the accessibility by bus, car access could still be minimised. Any more detailed plans as part of a planning application would need to provide</p>

	adequate provision for access by those with reduced mobility.
TC4 – Footpaths, Bridleways and Cycleways	A footpath does exist on the Hayne Lane bridge over the A30 and this extends most of the way towards the site, however it would need to be completed to the site entrance. The footpath would also need to be linked up from the southern side of the bridge up to Heathpark Industrial Estate and the western end of Old Elm Road. No other footpaths or cycleways serve the site. In order for the site to be progressed this footpath would need to be completed and potentially streetlighted.
TC7 – Adequacy of Road Network and Site Access	Consultation with the local highways authority has suggested that pedestrian/cycle access would need improvements as per comments above but that the site access itself is acceptable and no concerns were raised about the adequacy of the local road network to accommodate sports pitch development on this site.
TC9 – Parking Provision in New Development	Policy TC9 does not require a specified number of parking spaces for sports pitch development. Whilst the location of this site should minimise travel by car (so long as safe pedestrian/cycle access can be achieved) there will inevitably be a need to accommodate car parking on site. Guidance from Sport England and NGBs may help in this regard.

Land between Mountbatten Park and the A30 (H9)

Site ref	H9	Site name	Land between Mountbatten Park and the A30
Highways comments			The junction from Otter Moor Lane on High Street would be suitable for the number of pitches. Ottery Moor lane going to the industrial estate should be able to handle the extra capacity. Due to this site being more with in the town, this is likely to encourage Sustainable transport. On checking the DCC collision data it appears there is one slight collision at the junction of Ottery Moor lane & High Street.
Archaeology comments			No anticipated archaeological impact.
Landscape comments			Due to its urban context, its location just south of the A30, its close proximity to other sport facilities and the already established buffer planting the delivery of the proposed type of sport pitches on this site would have a minor adverse landscape and visual impact.
Arboricultural and ecological comments			Due to the narrow nature of the site the necessary buffer zones and habitat margins to the NW and SE boundaries will impact on the overall developable area. Shade cast by the trees to the South will affect the playing surface of any courts or pitches.
Strategy 3 – Sustainable Development			<i>Conserving and enhancing the environment</i> – Site H9 is on the urban fringe. Providing sports pitches on the strip of land between Mountbatten park and the A30 (so long as they are designed appropriately and sensitively) would minimise harm to biodiversity and the quality and character of the landscape. The installation of sports pitch drainage would not add to potential issues of surface water flooding and would in fact reduce the risk on-site. The site is not on previously developed land, however no such suitable sites exist at Honiton.
			<i>Prudent natural resource use</i> – The location of site H9 would discourage travel by vehicular transport (be that car or bus) and would encourage walking and cycling to the site thereby reducing reliance on fossil fuels and carbon emissions. Location immediately adjacent to the existing facilities at Mountbatten Park would mean that additional clubhouse/changing facilities would not need to be provided, but existing facilities would need to be enhanced / extended. Plans show how potentially extended facilities could be accommodated on this site to serve the hub as a whole.
			<i>Promoting social well being</i> – Providing sports pitches on this site would promote social wellbeing as it would on any of the sites, however, clearly easy access to facilities by foot/cycle within the fabric of the town could be considered to have better social wellbeing outcomes.
			<i>Encouraging sustainable economic development</i> – Whilst sports pitches are not economic development in themselves, it is important to ensure that sports clubs are sustainable and viable in the long term. Provision of sport pitches on site H9 in conjunction with existing facilities and new pitches on site H1 could enable all football and cricket pitches to continue to be located in one place, minimising maintenance costs and transport costs and encouraging use of the social facilities at Mountbatten Park.
			<i>Taking a long term view of our actions</i> – As with delivery of sports facilities on any of the sites, this will be about ensuring that current and future generations have access to sufficient sports facilities, though clearly the ease of access to any facilities delivered on this site would be preferable.
Strategy 4 – Balanced Communities			As with any of the sites being considered, the delivery of sports pitches on this site would help to secure social and community facilities which help contribute towards a balanced community. Clearly, however, pitches delivered in the heart of the community could have a better outcome in creating a balanced community.
Strategy 5B – Sustainable Transport			Site H9's location on the edge of the town enables users to access the site by foot, bike and public transport (bus stops on Exeter Road), reducing the need to travel by car. Accessibility of the site is good and safe by all modes of transport. Some users will still need to access the site by car and increasing

	<p>the number of pitches may well lead to an increase in vehicle movements. Comments from the local highways authority state that these could be accommodated by the local road network.</p>
<p>Strategy 7 – Development in the Countryside</p>	<p>Despite being located seemingly within the town, site H9 is technically in the open countryside, albeit on the urban fringe and physically abutting the Built-up Area Boundary. Policy RC2 allows for sports facilities to be developed on land within and adjoining urban or built-up areas where certain criteria are adhered to. These criteria are considered against that policy further on in this assessment. Considering the site’s location alongside existing sports facilities and seemingly (though not technically) within the urban area, sports pitch development here would not harm the distinctive landscape, amenity or environmental qualities of the landscape within which it is located.</p>
<p>Strategy 23 – Development at Honiton</p>	<p>Sports pitch development in this location would minimise car travel and would not encourage ribbon development. It would support the needs and aspirations of the sports clubs operating out of Mountbatten Park and St. Rita’s who have expressed a desire to stay within the town in a location that is easily accessible by foot. The site would also broadly align with the aim to direct new leisure uses to the town centre and improving sporting and community facilities to serve Honiton. Clearly, however, it is at odds with the aim to support the provision of sports pitches on hill top land to the south of the town, though whether there is really a community aspiration for this any longer is unclear.</p>
<p>Strategy 46 – Landscape Conservation and Enhancement and AONBs</p>	<p>Site H9 is within the wider Clyst Lowland Farmlands Landscape Character Area though shows little in the way of the distinctive characteristics associated with this character area. The site is located within the Urban Landscape Character Type for Honiton which reflects the fact that the landscape is seen in the context of the town. Delivering additional sports pitches in this location would protect other more sensitive landscape areas (including but not limited to the AONB) from potentially inappropriate change. Pitch development and any associated additional car parking or clubhouse facilities would need to take account of hedgerows which do reflect a distinctive characteristic of the Clyst Lowland Farmlands and local built heritage especially.</p>
<p>Strategy 47 – Nature Conservation and Geology</p>	<p>The hedgerows and hedgebanks forming the boundaries to this site provide valuable ecological habitats and corridors. Together with associated trees the would likely act as bat flight corridors and navigation beacons. That being the case all should be retained wherever possible.</p>
<p>D3 – Trees and Development Sites</p>	<p>Consultation with the Council’s arboricultural officers has highlighted that pitch layouts would need to respect existing hedgerows in this location. An area TPO covers the trees lining the south-eastern edge of the site. The hedgerows and hedgebanks forming the boundaries to this site provide valuable ecological habitats and corridors. That being the case all should be retained wherever possible. STRI’s potential plans show the pitches platform potentially impacting on these hedgebanks which could be mitigated through smaller run-offs or allowing pitches to be slightly outside FA/Sport England cross fall guidelines, however it would still be tight. In order to access the part of the site identified for possible clubhouse and car parking there would have to be some loss of existing outgrown hedgerows.</p>
<p>EN7 – Proposals Affecting Sites which may potentially be of Archaeological Importance</p>	<p>Consultation with the County Council’s Historic Environment team has highlighted that there is likely to be no archaeological impact arising from this site.</p>
<p>EN13 – Development on High Quality Agricultural Land</p>	<p>Site H9 is located on Grade 4 agricultural land. That being the case this policy is not directly relevant, though the delivery of sports pitches in this location could avoid the need to use high quality agricultural land.</p>
<p>EN14 – Control of Pollution</p>	<p>Sports pitches must be maintained and this may include occasional use of pesticides, however this would be in small doses perhaps once a year. The STRI Stage 1 report highlights that the site is high in agricultural weeds. This may mean that initially more weed control is required. Any planning</p>

	<p>application for the delivery of sports pitches on this site would need to explain the likely impact of this on the drainage outfall and subsequent watercourses. In addition to this, sports pitch usage creates noise pollution, however, this is likely to be restricted to weekends and perhaps one or two nights per week. Floodlights would not be intended to be installed on the site and so usage would never extend too late into an evening. Existing sports pitch usage at St. Rita’s and Mountbatten Park does not tend to receive many complaints in terms of noise pollution, with traffic along the A30 and Exeter Road perhaps being of a more significant nature. Floodlights are not proposed for the site.</p>
EN16 – Contaminated Land	<p>Site H9 is not on or in such close proximity to any contaminated land for this policy to apply.</p>
EN21 – River and Coastal Flooding	<p>Site H9 is within floodzone 1 and therefore not located within the floodplain. As such it is not necessary to carry out a sequential test.</p>
EN22 – Surface Run-off Implications of New Development	<p>Sports pitch development will not create significant surface run-off implications and as such no remedial measures such as SUDS are required, however, any new sports pitches would have sports drainage installed and the implications of this drainage would need to be considered.</p>
RC2 – New Open Space, Sports Facilities and Parks	<p>The delivery of sports pitches on site H9 (which adjoins the urban area of Honiton) would be unlikely to unduly affect the character and appearance of the area or the visual and physical amenities enjoyed by adjoining residential areas. In fact, the delivery of sports pitches here could positively secure the site from being developed for housing or other uses in the future which could have a negative effect on these. The facilities would be accessible by public transport, bicycle and foot. The STRI potential site plans show how additional car parking could be accommodated on this site if it were necessary, however the location of this would need to be subject to a holistic review of the clubhouse and parking facilities for all of the sports facilities in this locale as a whole and so could be located elsewhere in the vicinity. Cycle storage would most likely be located at the clubhouse at Mountbatten Park. The local highways authority raised no concerns over the accessibility of the site in general. Specific location of the parking would be subject to the above mentioned review. Delivering sports pitches on this site would not be to the detriment of the most versatile agricultural land, nature conservation interest and the conservation of areas of landscape, scientific, archaeological or historic interest, subject to the outcomes of any desk-based archaeological assessment.</p>
RC5 – Community Buildings	<p>The site’s location adjacent to the BuAB means that it would potentially be a suitable location for a community building such as a clubhouse.</p>
RC6 – Local Community Facilities	<p>This policy allows for local community facilities on sites adjoining BuABs where they meet certain criteria. Any facility would need to reflect the character of the site and surroundings and grouped with other buildings as much as possible to limit sporadic development. The facility could be easily accessible by all modes of transport, though the suitability of the track section of Ottery Moor Lane which leads to this site would need to be assessed as to whether it is suitable for accessing any car parking. The amenity of neighbouring properties would need to be considered.</p>
RC7 – Shared Community Facilities	<p>If a new clubhouse building were provided on site it would need to be available for other community groups to use. This would aid with income generation and being in such an accessible location would likely be well used by other groups.</p>
TC2 – Accessibility of New Development	<p>Site H9 is well located for access by public transport, bicycle and foot. It is well related to other sports facilities and the urban areas from which users will travel and so will minimise the need to travel by car. Any more detailed plans as part of a planning application would need to provide adequate provision for access by those with reduced mobility.</p>
TC4 – Footpaths, Bridleways and Cycleways	<p>The site is easily accessible by public footpaths along Ottery Moor Lane.</p>
TC7 – Adequacy of Road	<p>Consultation with the local highways authority has raised no concerns about</p>

Network and Site Access	the accessibility of this site or the adequacy of the local road network to accommodate it.
TC9 – Parking Provision in New Development	Policy TC9 does not require a specified number of parking spaces for sports pitch development. Whilst the key advantage of this site is its location which should minimise travel by car there will inevitably be a need to accommodate car parking and potentially an increased need as the population and as such the size of the sports clubs grows. Parking would need to be subject to review alongside provision at Mountbatten Park to ensure that enough spaces are provided in total. Guidance from Sport England and NGBs may help in this regard.