Land north of Long Road Paignton

A VISION FOR DEVELOPMENT



Vistry Homes

Land north of Long Road, Paignton

INTRODUCTION

This Vision Statement has been prepared on behalf of Vistry Homes Ltd to support the promotion of the Land north of Long Road, Paignton, for approximately 320 residential dwellings.

This document demonstrates a commitment to deliver high quality, sustainable development within an already established 'mixed' neighbourhood north of Long Road. A series of technical summaries have fed into the Vision Statement reflecting technical studies and surveys undertaken to date and have informed the masterplan presented in the latter part of the document.

OPPORTUNITY

The site provides an excellent opportunity to deliver an attractive, high quality and sustainable development, to form part of the wider Future Growth Area. As the masterplan for the site shows, the site has the opportunity to include a network of attractive green spaces and places framed by new sustainable homes. New housing developed on this site will be well connected to the wider area providing a strong sense of community with a balanced mix of housing types and access to a variety of services and facilities nearby.

CLIENT AND CONSULTANT TEAM

The client and consultant team consists of:

VISTRY HOMES
APPLICANT/DEVELOPER

MILES WHITE
ACCESS & TRANSPORT

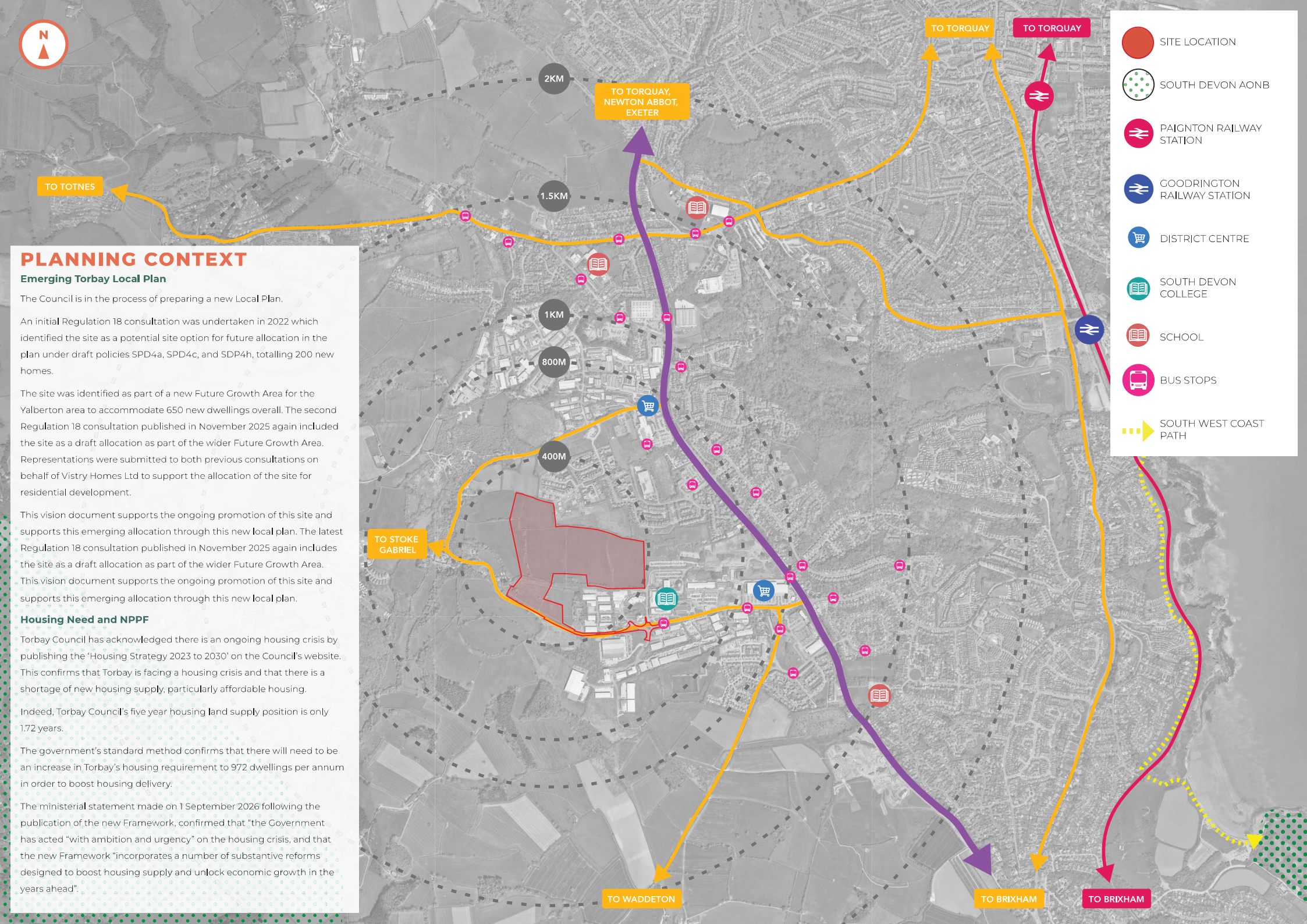
FOCUS ON DESIGN
URBAN DESIGN / MASTERPLANNING

TYLER GRANGE
LANDSCAPING

SAVILLS
PLANNING

EAD
ECOLOGY





PLANNING CONTEXT

Emerging Torbay Local Plan

The Council is in the process of preparing a new Local Plan.

An initial Regulation 18 consultation was undertaken in 2022 which identified the site as a potential site option for future allocation in the plan under draft policies SPD4a, SPD4c, and SDP4h, totalling 200 new homes.

The site was identified as part of a new Future Growth Area for the Yalberton area to accommodate 650 new dwellings overall. The second Regulation 18 consultation published in November 2025 again included the site as a draft allocation as part of the wider Future Growth Area. Representations were submitted to both previous consultations on behalf of Vistry Homes Ltd to support the allocation of the site for residential development.

This vision document supports the ongoing promotion of this site and supports this emerging allocation through this new local plan. The latest Regulation 18 consultation published in November 2025 again includes the site as a draft allocation as part of the wider Future Growth Area. This vision document supports the ongoing promotion of this site and supports this emerging allocation through this new local plan.

Housing Need and NPPF

Torbay Council has acknowledged there is an ongoing housing crisis by publishing the 'Housing Strategy 2023 to 2030' on the Council's website. This confirms that Torbay is facing a housing crisis and that there is a shortage of new housing supply, particularly affordable housing.

Indeed, Torbay Council's five year housing land supply position is only 1.72 years.

The government's standard method confirms that there will need to be an increase in Torbay's housing requirement to 972 dwellings per annum in order to boost housing delivery.

The ministerial statement made on 1 September 2026 following the publication of the new Framework, confirmed that "the Government has acted "with ambition and urgency" on the housing crisis, and that the new Framework "incorporates a number of substantive reforms designed to boost housing supply and unlock economic growth in the years ahead".

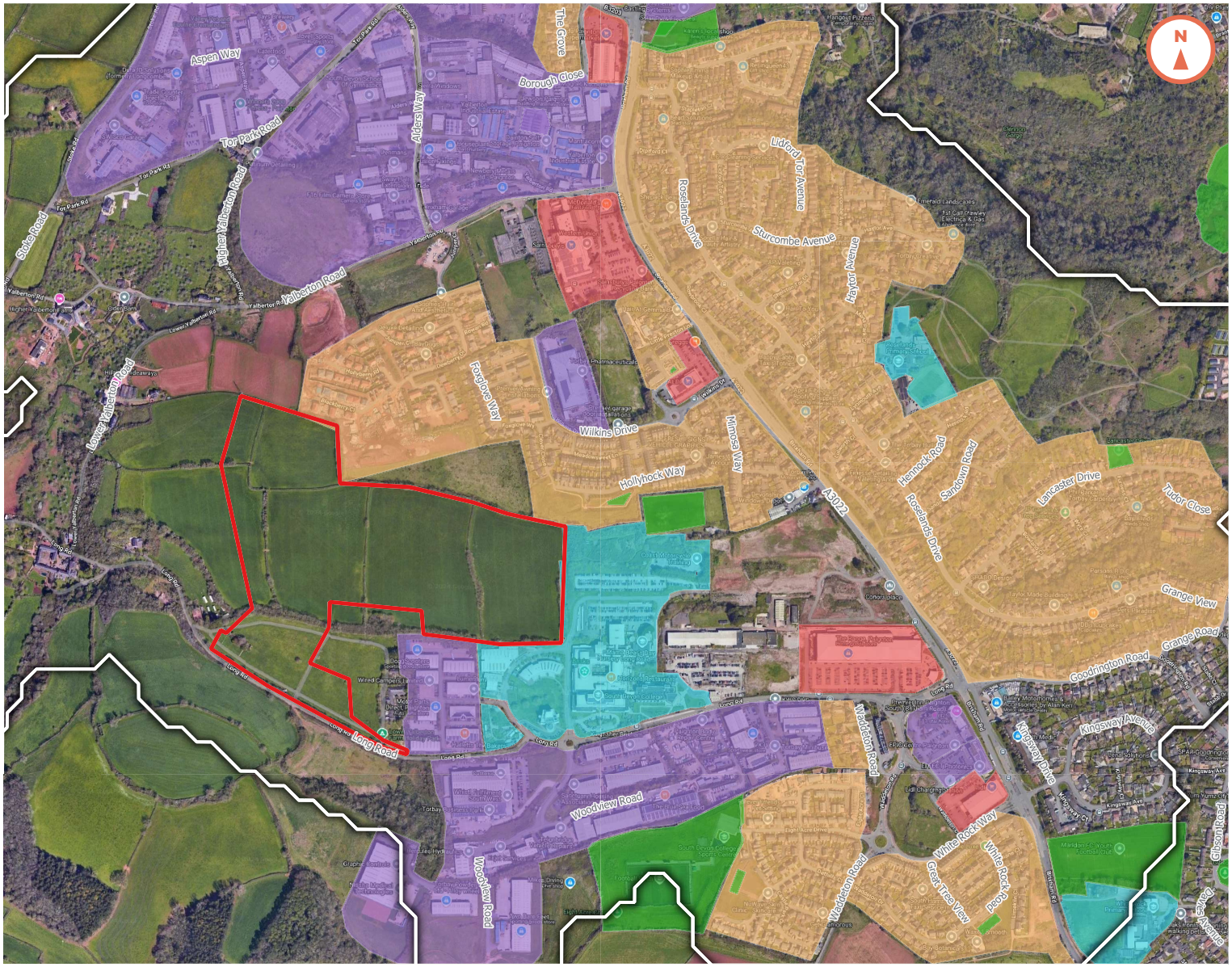
Land north of Long Road, Paignton

LOCAL CHARACTERISTICS

The site is located on the western edge of Paignton, approximately 6.5-kilometres southwest of Torquay, 6.9-kilometres west of Totnes and 35-kilometres south of Exeter.

In a localised context, the site forms an almost natural infill opportunity between residential development at Hockley Way and the employment opportunities at Westfield Business Centre and Torbay Business Park – with South Devon College Campus forming the eastern boundary of the site.

The plan here clearly illustrates the location of the site relative to other land-uses within the standard 2-kilometre walk catchment area and is naturally suggestive of a location that affords an opportunity to travel by active travel modes to a range of day-to-day amenities, minimising the reliance on car use.



SITE BOUNDARY
EMPLOYMENT
RETAIL
OPEN GREENSPACE
WALKING CATCHMENT
RESIDENTIAL
EDUCATION

CONNECTIVITY & FACILITIES

Land north of Long Road, Paignton

BIODIVERSITY

The site is not within or adjacent to any designated sites of nature conservation importance, although such sites occur in the vicinity including South Hams Special Area of Conservation (SAC). The site lies within a Sustenance Zone for greater horseshoe bats from South Hams SAC.

The site mainly comprises agricultural fields (semi-improved grassland) of low to moderate ecological value surrounded by native hedgerows, some with mature trees.

The site is within a Greater Horseshoe Bat Sustenance Zone. Greater horseshoe bats and other bat species, including lesser horseshoe bats have been recorded on-site. Several on-site features including a green-lane and hedgerows, are used by a variety of bats for commuting. Immediately north of the site is an area of ecgoical mitigation for cirl buntings and bats, which has been created as part of the Berry Acres housing development.

ACCESS AND MOVEMENT

The site abuts the edge of the existing built development comprising of the Berry Acres residential development to the immediate north and Westfield Business Park and South Devon College to the east - accepted as the focii of bus activity in the District.

Further east is a range of food and non-food retail, leisure, and employment land-uses.

The site is therefore well positioned to reduce the need to travel by car and promote more sustainable active travel and public transport modes.

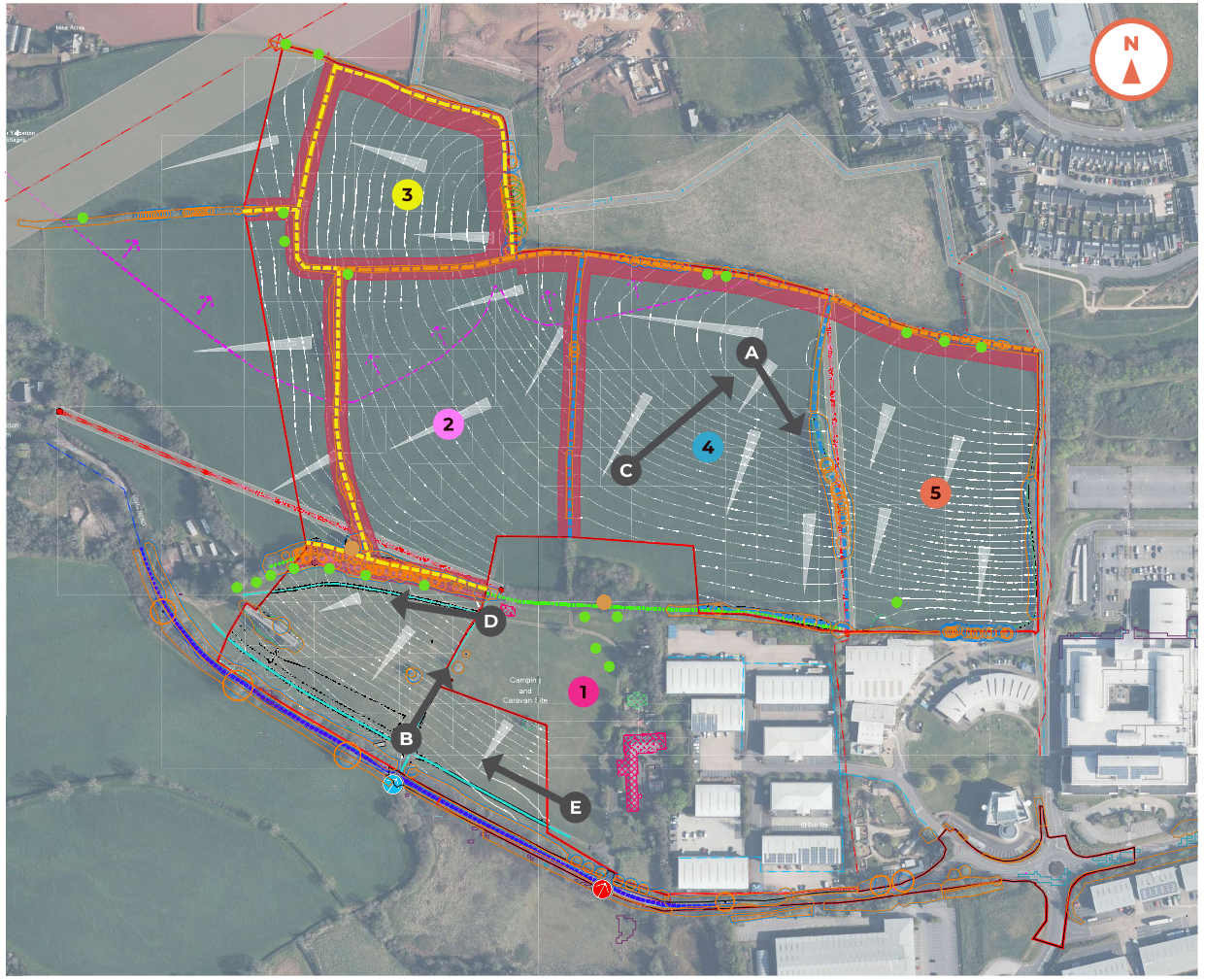
LANDSCAPE

The Site does not lie within any national or local landscape designations. The South Devon National Landscape lies approximately 1.2km south-west of the Site at its closest point and consideration of views and its 'setting' have been considered through the evolution of the masterplan.

The landscape features of the Site identified include a number of mature hedgerows and trees which are largely consistent with the historic field pattern and Landscape Character Type (LCT) 3B: Lower Rolling Farmland and Settled Valley Slopes description. The topography of the Site slopes from the north-east corner in a south-west direction, where the Site forms the south-west slope of a localised hilltop, mirroring the land that is currently under construction for residential development to the north (Berry Acres). The identification of these features at an early stage has ensured that the emerging scheme proposals are designed to work with the natural baseline of the Site to ensure a 'landscape-led' approach.

In terms of visual context, there are no published views that the Site is visible from or where the Site forms part of the view. Within the Site, there are no available public views provided by Public Rights of Way (PRoW), Open Access Land or any other forms of public access, whilst the presence of PRoW within 2km of the Site is extremely sparse and largely contained within urban areas. To the west and south, PRoW are extremely limited, with the few that do exist being primarily located in close proximity to the River Dart within the South Devon National Landscape. There are likely glimpses towards the Site from these routes, however in most instances these would be very distant, with lower portions of the Site screened or filtered by a combination of mature vegetation and rolling topography.

Initial visual analysis has ensured that matters in relation to building heights, offsets, massing and landscape features have been considered at an early stage to ensure the



- SITE BOUNDARY
- EXISTING ACCESS #1
- EXISTING ACCESS #2
- MATURE TREES & HEDGEROWS (DOORMOUSE NESTING HABITAT)
- EXISTING SHOWER/TOILET BLOCK (SINGLE STOREY BUILDING), WITH NEGLIGIBLE BAT ROOSTING SUITABILITY
- SITE SLOPES
- SITE CONTOURS - 1m
- LONG ROAD (EXISTING RURAL LANE)
- EXISTING TRACK (UN-SURFACED & OVERGROWN)
- EXISTING RUBBLE TRACK ASSOCIATED WITH CARAVAN PARK
- CIRL BUNTING TERRITORY (APPROXIMATE LOCATION)
- REPTILE (SLOW-WORM) RECORDED
- CONFIRMED BAT ROOST
- BUILDING WITH LOW BAT ROOST SUITABILITY
- TREE WITH HIGH BAT ROOST SUITABILITY
- TREE WITH MODERATE BAT ROOST SUITABILITY
- MODERATE IMPORTANCE TO LIGHT AVERSE BATS
- HIGH IMPORTANCE FOR LIGHT AVERSE BATS
- HIGH IMPORTANCE FOR GREATER HORSESHOE BATS
- EXISTING 132kV OVERHEAD LINES WITH 30m EASEMENT EITHER SIDE
- EXISTING 132kV PYLON
- EXISTING 11kV and 33kV OVERHEAD LINES WITH 4.2m EASEMENT EITHER SIDE
- EXISTING WPD 33kV CABLES
- EXISTING WPD POLE MOUNTED TRANSFORMER
- EXISTING WPD POLE
- EXISTING SOUTH WEST WATER TRUNK WATER MAIN WITH 3m EASEMENT EITHER SIDE
- EXISTING SOUTH WEST WATER SURFACE WATER SEWER
- EXTENT OF FLOOD ZONE
- DARK CORRIDOR (BAT MITIGATION)
- CATEGORY A - TREES OF HIGH QUALITY AND VALUE
- CATEGORY B - TREES OF MODERATE QUALITY AND VALUE
- CATEGORY C - TREES OF LOW QUALITY AND VALUE
- ROOT PROTECTION AREAS



FIELD 4 FACING SOUTH EAST



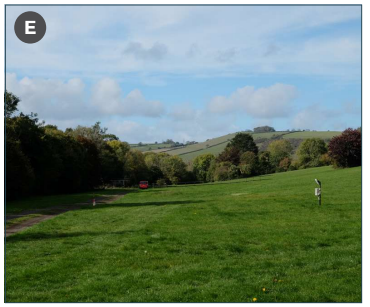
FIELD 1 FACING NORTH



FIELD 4 FACING NORTH EAST



FIELD 1 FACING WEST (HIGHER)



FIELD 1 FACING WEST - LOWER

DEVELOPMENT CONSIDERATIONS (CONSTRAINTS)

Land north of Long Road, Paignton

BIODIVERSITY

Key habitats (native hedgerow, trees, species-rich grassland) would be enhanced and retained, and new habitats such as wildflower meadow, wetland and native tree/woodland (e.g., within public open space and as part of drainage proposals) would be created to deliver Biodiversity Net Gain.

There is opportunity for greater horseshoe bat foraging habitat and commuting routes to be incorporated into the proposed layout and for a sensitive lighting strategy to enable retention of dark corridors through the site. The proposed development could demonstrate no adverse effect on the integrity of South Hams Special Area of Conservation. The dark corridor and wildlife buffer along the northern boundary would provide a continuous and robust commuting and foraging route between offsite mitigation land and the countryside to the west.

Mitigation/compensation for development impacts on cirl bunting could be provided through an 'off-setting' payment under a RSPB or Torbay Council scheme to provide suitable replacement habitat for this species.

Retention of existing dormouse habitat (hedgerow) and provision of replacement habitat (e.g., new native hedgerow, mixed native scrub) where unavoidable loss occurs, as well as sensitive working practices during site clearance, could ensure that the favourable conservation status for this species was maintained. This would ensure that onsite Biodiversity Net Gain was prioritised.

ACCESS AND MOVEMENT

Early engagement with the local bus operator has been undertaken in line with the requirements of the NPPF, and which has resulted in a Statement of Common Ground which confirms the site is amongst the best locations for sustainable travel by bus and the masterplan response is appropriate to maximise the opportunity.

LTN1/20 compliant footway/cycleways would provide connectivity between the site and along part of Long Road, which is already identified as part of the formal Cycle Network.

A mobility hub would be positioned within a central and highly visible area of the site, which would incorporate a Brompton Bike public bike hire vending machine containing electric foldable bikes which may be carried on public transport, or deposited at a secondary hire machine located at the bus hub opposite the College. The mobility hub would also include bike maintenance stands and space for a car club vehicle.

LANDSCAPE CHARACTER

Development on the higher slopes to the east of the Site would be carefully designed and planned. Development proposals will ensure that measures to soften the settlement edge and integrate development into the landscape are incorporated into settlement expansion plans in accordance with management strategies set out in the LCTs 3B: Lower Rolling Farmland and Settled Valley Slopes and 3H: Secluded Valleys.

Characteristic features such as hedgerows and hedgerow trees could be integrated into the proposed development of a scheme within the site which also presents an opportunity to create stronger habitat links within the Site to existing hedgerows.

The Site has the opportunity to create woodland copses, tree belts and small woodlands to assist in breaking up the appearance of the proposed development. There is an opportunity to create a cohesive and connected network of pedestrian paths on Site through residential and public open space areas, and creating circular routes.

Replacement species-rich hedgerow and trees along the southern edge of the scheme should be considered along the site frontage to replace any lost hedgerow along this lane (Long Road) to facilitate access into the Site. A decreasing density of development towards the western edge of the scheme towards the Yalberton Valley and wider countryside would be recommended and there are opportunities to provide increased tree planting within hedgerow buffers maintaining the field structure, but also providing layers of vegetation to soften built form as viewed from the west.

SUSTAINABILITY

Facilitating sustainable development is at the heart of national and local planning policies. These proposals for Paignton would make a positive contribution to achieving sustainable development. The number of dwellings proposed is proportionate with the size of the settlement and forms a logical extension to the town.

Climate change is a key issue for Vistry and we are committed to reducing our carbon emissions. To demonstrate our commitment we have signed up to the Business Ambition for 1.5°C and therefore also the United Nations Framework Convention on Climate Change (UNFCC) Race to Zero.

We have developed our own roadmap for Net Zero Carbon homes (ZCH). This has been based on lessons learned from recent projects, such as the net zero regulated energy and carbon homes at Europa Way where we delivered 54 homes aligned to our 2030 target on our roadmap.



- APPLICATION BOUNDARY
- RETAINED LAND (VENDOR)
- VEHICULAR, CYCLE AND PEDESTRIAN ACCESS
- FOOTPATH/CYCLE PATH ACCESS
- POTENTIAL PEDESTRIAN LINK UTILISING EXISTING LANE/TRACK
- FOOT, CYCLE & VEHICULAR ACCESS TO RETAINED LAND (LAND OWNER)
- PRINCIPAL STREET
- SECONDARY VILLAGE STREET OR LANE
- FOOTPATH
- FOOTPATH/ CYCLE PATH
- DEVELOPMENT AREA
- POTENTIAL PLAY ON-THE-WAY FEATURE
- LEAP
- KEY ARRIVAL SPACE FOR PEDESTRIAN AND CYCLISTS
- POTENTIAL ATTENUATION FEATURE
- EXISTING VEGETATION ROOT PROTECTION AREAS
- SCRUB/WILDFLOWER GRASSLAND MOSAIC & APPROPRIATE TREE PLANTING, FORMING PART OF PROPOSED ECOLOGICAL MITIGATION/ DARK CORRIDOR STRATEGY
- EXISTING/CONSENTED DEVELOPMENT (UNDER CONSTRUCTION)

BIODIVERSITY & LANDSCAPE

1. Development layout and design would be informed by the ecological baseline with avoidance, mitigation and enhancement measures integrated into the scheme to demonstrate a positive effect on biodiversity.
2. Development design would maintain and enhance greater horseshoe bat foraging habitat and commuting routes, and a sensitive lighting strategy would retain dark corridors through the site.
3. A step-wise approach has been undertaken from the very outset, retaining ecological-landscape features provide the framework for the design evolution of the scheme. The retained and enhanced framework also maintains and improves upon existing connections with the green infrastructure network beyond the bounds of the Site itself.
4. The green infrastructure proposals will demonstrate a clear commitment to positively respond to the climate and ecological emergencies, with integral SuDS features, the accommodation of native and climate resilient planting and biodiversity gains.

ACCESS AND MOVEMENT

5. Mobility Hub - incorporating public bike hire, cycle maintenance, car club vehicle and real-time passenger information panel.
6. Localised carriageway realignment and change in priorities to reflect bias in traffic flow movements and reduce traffic speeds.
7. Localised carriageway narrowing used to control vehicle speed and reduce urbanising effect of highway infrastructure, aiding sense of arrival.
8. Reconfigured priorities and road alignment to allow for shared footway/cycleway connectivity between the site and various employment, education and retail land-uses to the east.
9. Enhancement to existing bus hub to include public bike hire and real-time passenger information.

CHARACTER

10. The development will provide for an interesting arrangement of development areas that will use the landform and topography sensitively.
11. 'Perimeter' block development will ensure positive frontage to all public and open areas and ensure the maximum secure by design principles are achieved.
12. The character and materiality of the buildings will be sensitively treated, to ensure harmonisation with the local area and unique position in the landscape.
13. A variation in scale will be applied to the buildings to provide a townscape interest. Key frontages and groupings would be provided to areas of the development to enhance particular waypoints, spaces and vistas to create 'memorable places', all to aid legibility and movement.

SUSTAINABILITY

14. Approximately 50% of the site will become public open space, with new parkland and green spaces, including children's play areas.
15. The scheme will incorporate new habitat creation and enhancements, and protection of existing landscape and wildlife habitats.
16. Any new dwellings would be erected to the relevant sustainable construction energy and space standards. Housing will be built to the latest Building Regulation standards, ensuring that the dwellings will be well insulated.
17. Future Homes Standard will ensure:
    - Higher levels of insulation
    - Higher performance windows and doors
    - Reduced air infiltration rates
    - Enhanced thermal bridging performance
    - Energy efficient lighting & appliances
    - Energy efficient space and water heating systems

CONCEPT MASTERPLAN

"The vision for the site is... 'to create a place of substantial quality, diversity, distinctiveness and community that balances modern living and nature; complementing the unique existing settlement'."

Land north of Long Road, Paignton

UP TO **320** HOMES





MOBILITY HUB



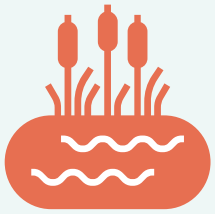
BIODIVERSITY NET GAINS



30% AFFORDABLE HOUSING

(UP TO **96** AFFORDABLE HOMES)

SUSTAINABLE DRAINAGE SOLUTIONS





SIGNIFICANT AREAS FOR OPEN SPACE & RECREATION

KEY BENEFITS