



DARTMOOR LOCAL PLAN

guiding planning applications in Dartmoor National Park

Settlement Profile: *Buckfastleigh*

October 2017

This settlement profile has been prepared by Dartmoor National Park Authority to support the review of the Dartmoor National Park Local Plan. Parish/Town Councils were consulted on a draft in June-September 2017 and asked to identify any amendments or inaccuracies. The revised profile provides an overview of key information and issues for the settlement. It will be updated as necessary to inform the Local Plan review.

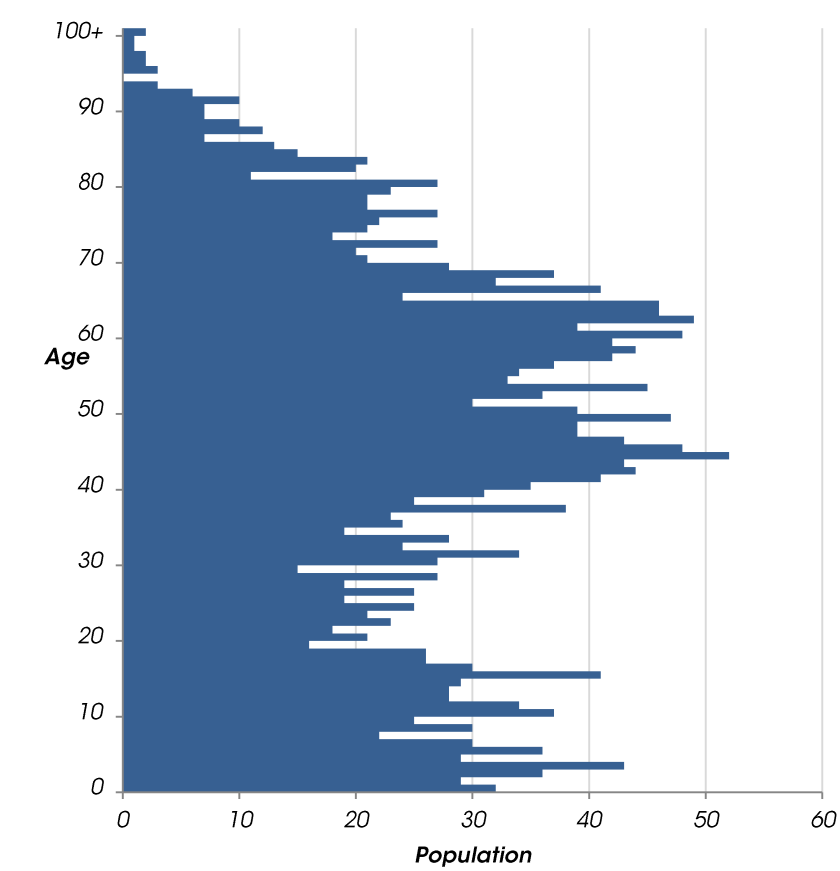


Population

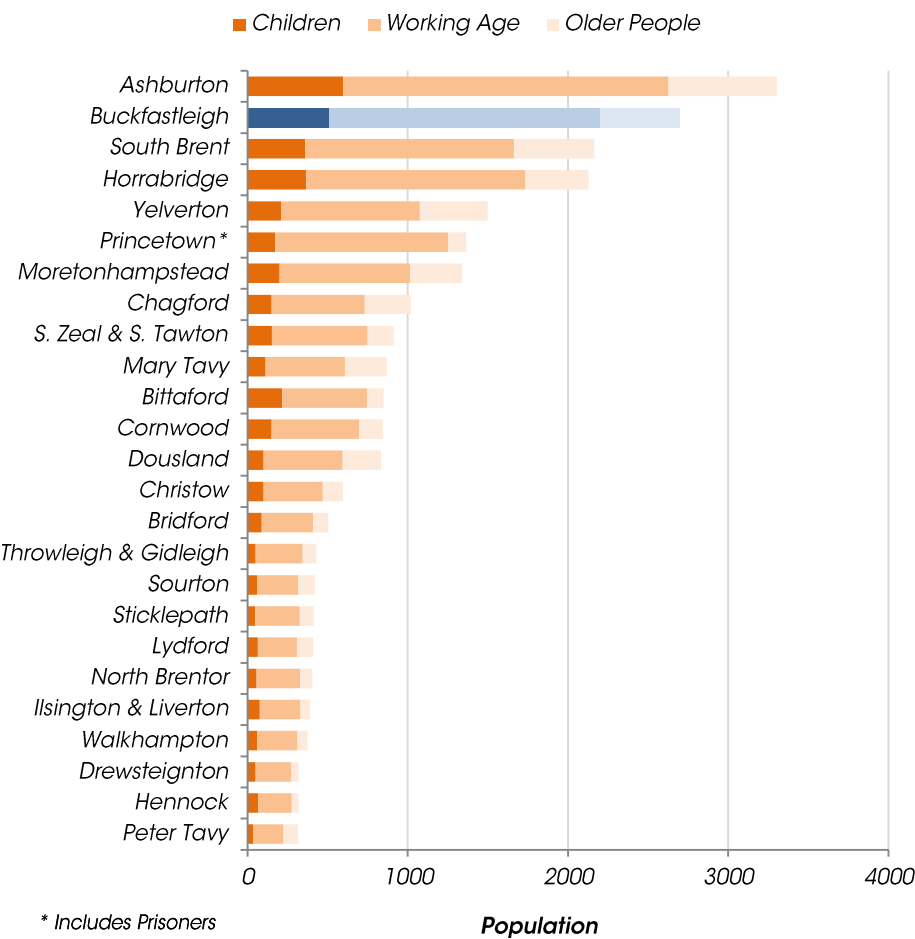
2,697

Census 2011, defined by best-fit Output Areas

Age Profile (Census 2011)

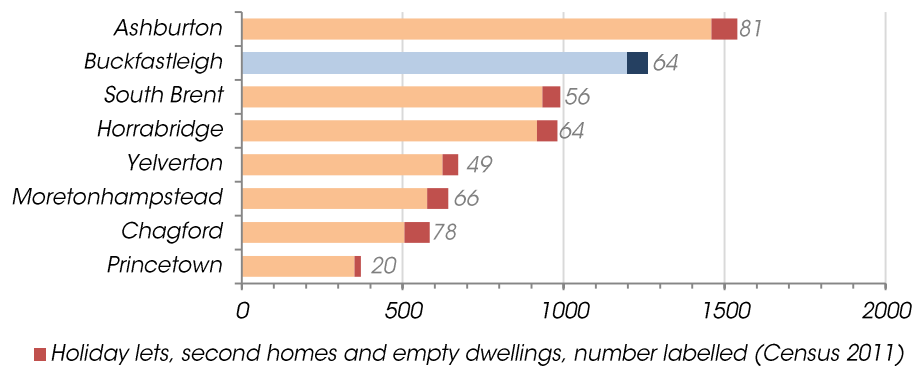


Settlement comparison (Census 2011)



Current Housing Stock

Census 2011, defined by best-fit Output Areas



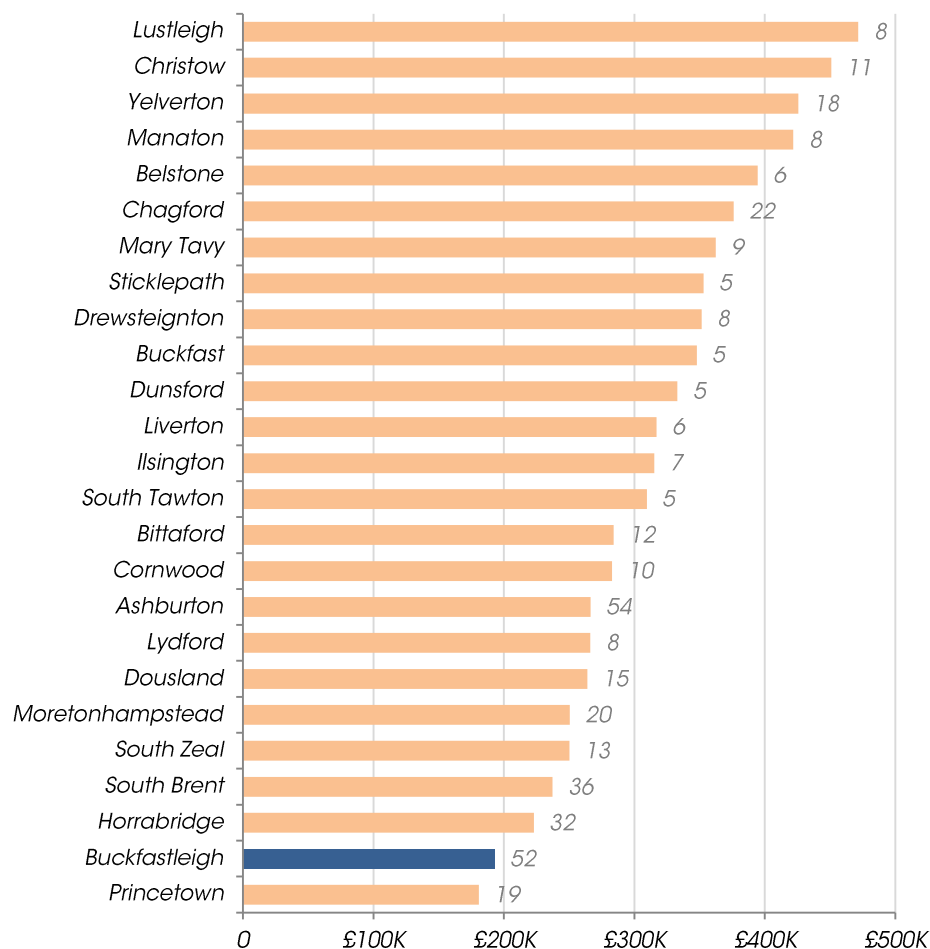
Current Affordable Housing Stock

Bedrooms					
1	2	3	4	5+	Total
63	142	124	0	0	329

Devon Communities Together, 2016

Average House Prices* 2016

Excluding settlements with less than five sales, number of sales labelled



Land Registry, 2016

Sites allocated for development in current local plan:

3 sites allocated for housing and mixed use

Total land area of 5.05 Ha

No development has been delivered on these sites to date

14 residential units delivered on other sites since 2008

The December 2014 Housing Needs Assessment for Buckfastleigh Parish recommended:

39 affordable homes needed

31 one or two-bed, 6 three-bed and 1 four-bed

7 shared ownership, 32 affordable rent and 18 self-build

Issues Paper Consultation (Dec 2016)

The following summarises issues identified by Buckfastleigh's residents, the Town Council and other local organisations:

- *Support existing high street businesses and enhance amenities and attractions for residents and tourists*
- *Prioritise protection of biodiversity, sustainability and development which meets the needs of local people*
- *Concern over increasing house prices and second home ownership*
- *Concern that large extensions to houses erode the affordability of the existing housing stock*
- *Encourage re-use of redundant commercial buildings*
- *Redundant historic farm buildings should be given appropriate new uses, including allowing conversion to affordable housing for local people*
- *Highlight the need to plan for the loss of farm subsidies in the event these payments are not protected after Brexit*
- *Prioritise improved broadband and public transport infrastructure*

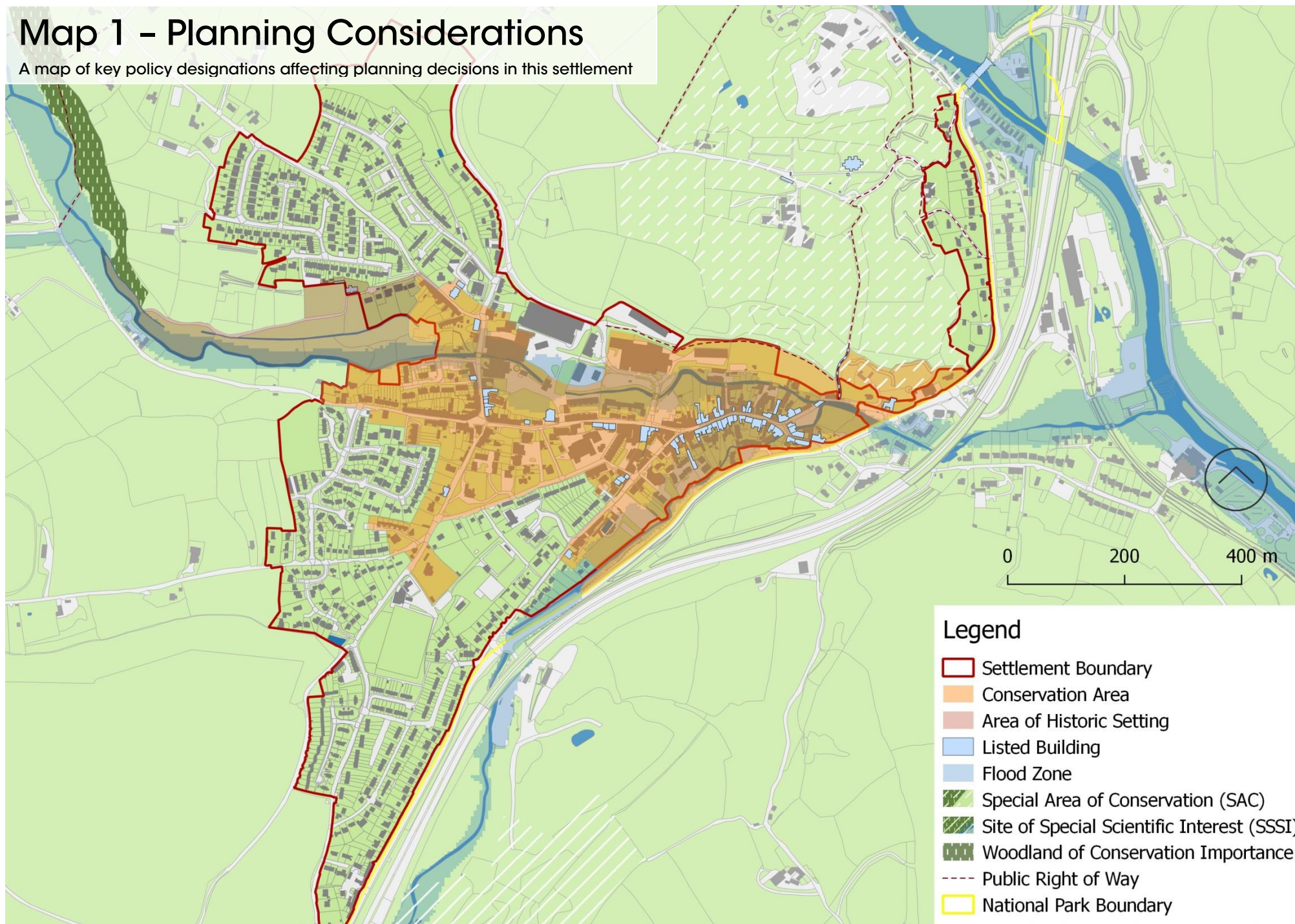
Infrastructure delivery

We are aware of the following items of infrastructure which are needed and have a reasonable prospect of being funded in the next 20 years:

- *Opportunity for a pedestrian link between Church Street and the allocated site (BCK2) on Holne Road*
- *Proposed cycle lane between South Dartmoor College, Ashburton and Buckfastleigh Town Centre*
- *Need identified for recreational open space to be provided as part of development on allocated site on Holne Road (BCK2)*
- *Further infrastructure items are included in the draft Neighbourhood Plan*

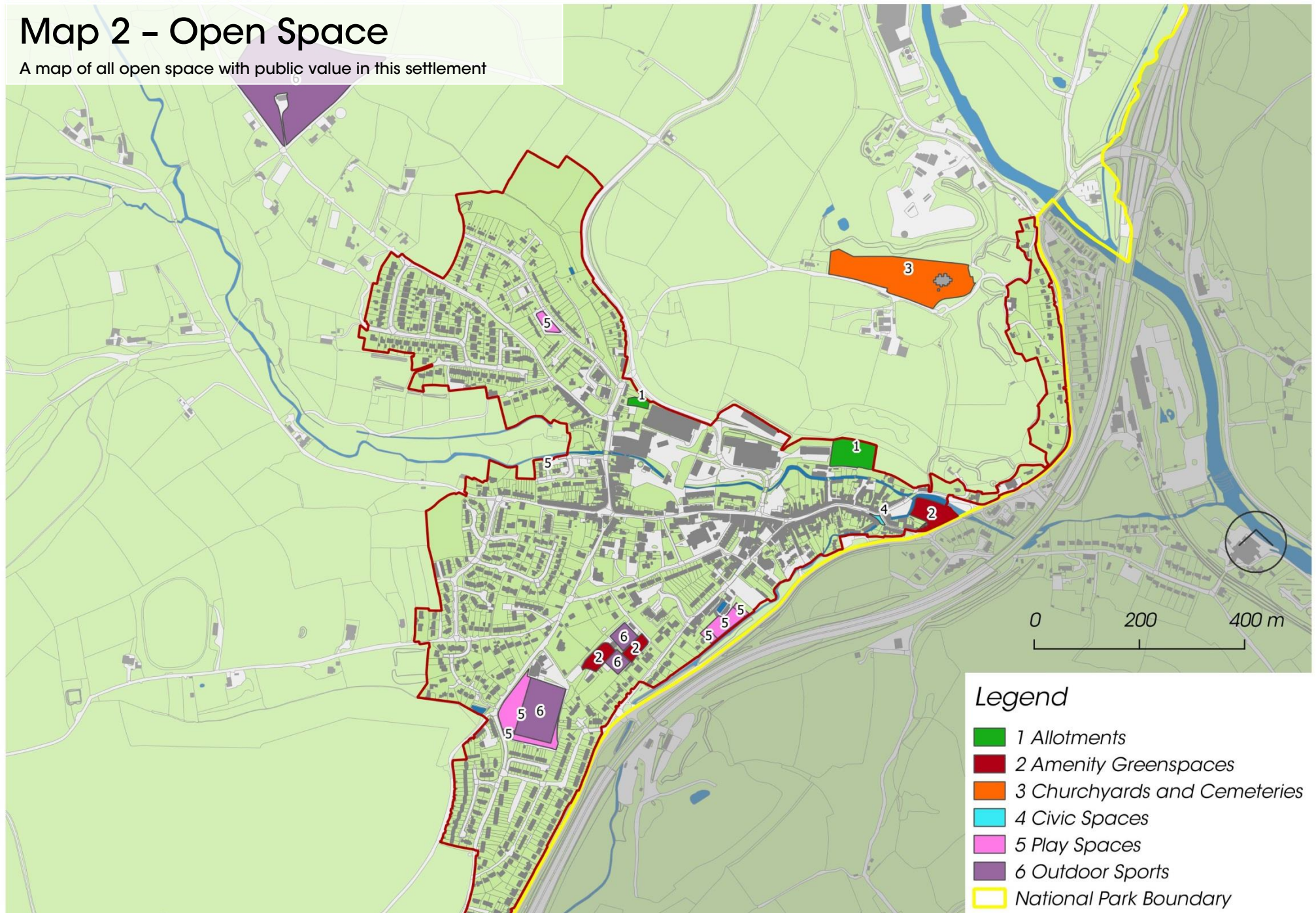
Map 1 – Planning Considerations

A map of key policy designations affecting planning decisions in this settlement



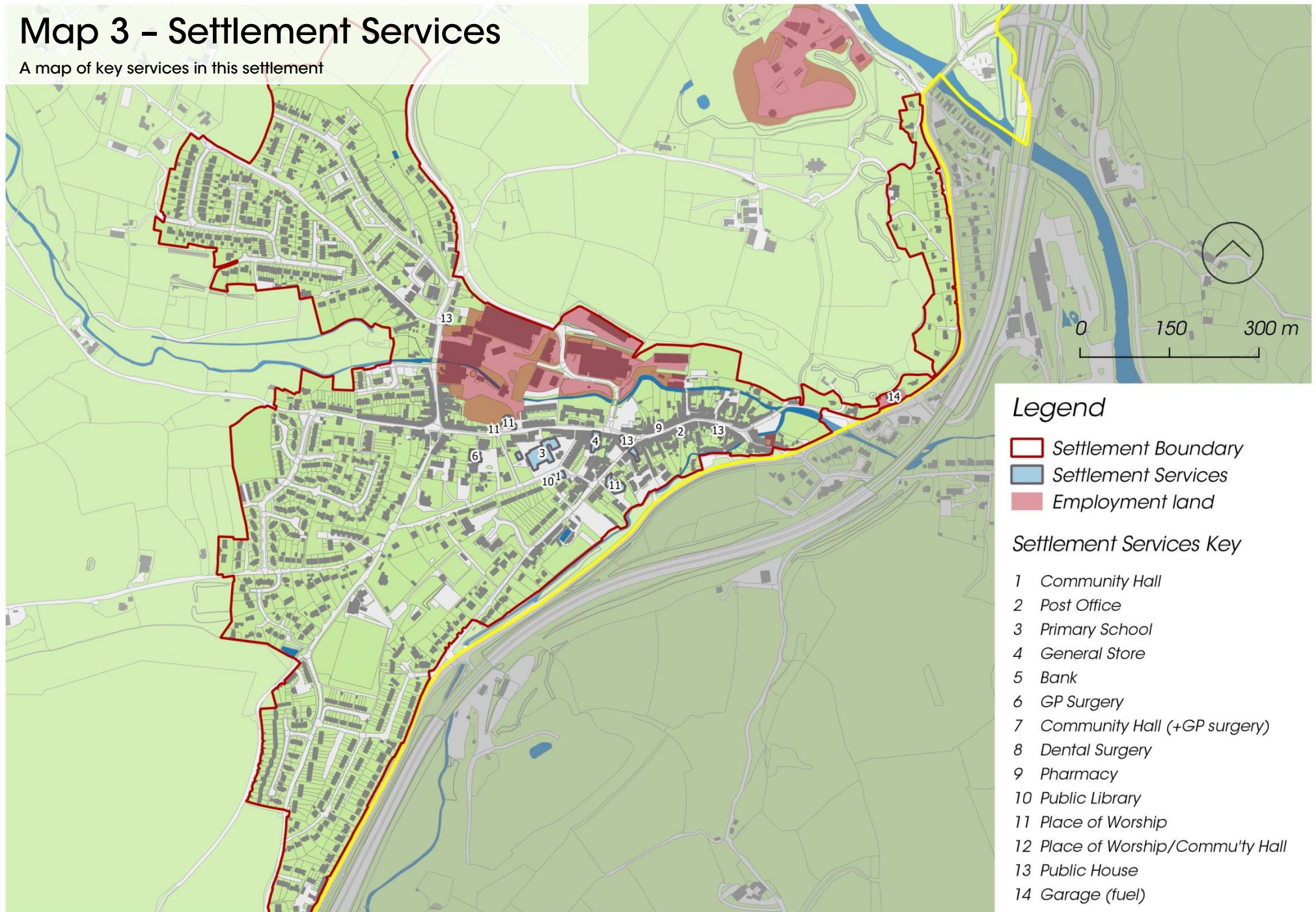
Map 2 – Open Space

A map of all open space with public value in this settlement



Map 3 – Settlement Services

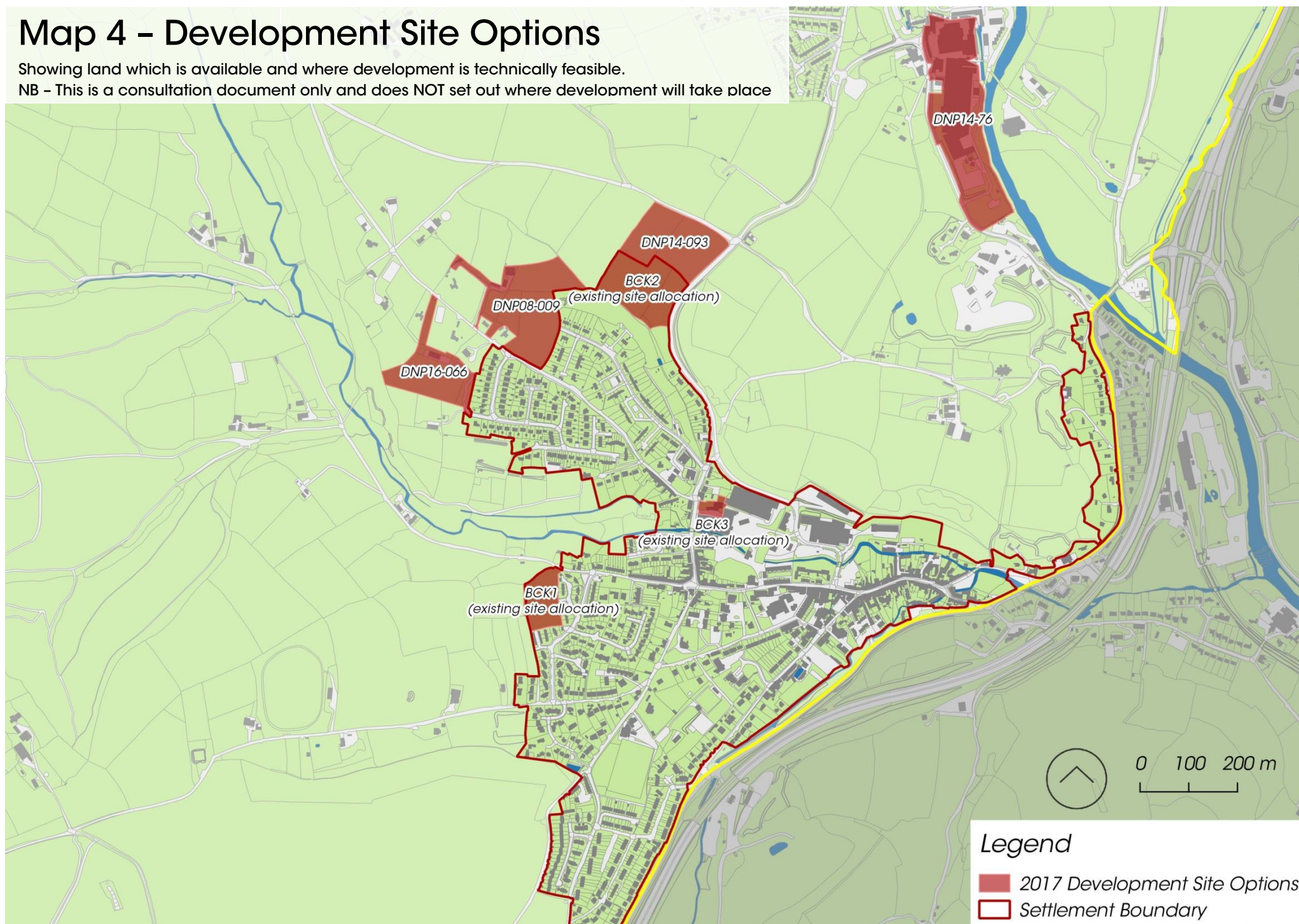
A map of key services in this settlement



Map 4 – Development Site Options

Showing land which is available and where development is technically feasible.

NB – This is a consultation document only and does NOT set out where development will take place



Outgoing Bus Services

No.	Route	Days	Times ¹	Frequency
88	Buckfastleigh– Newton Abbot	Mon - Sat	0653-1821	1 / hour
	Via Ashburton	Sun	1018-1718	1 / 2 hours
	Buckfastleigh– Totnes	Mon-Sat	0754-1829	1 / hour
672	Buckfastleigh – Newton Abbot	Wed	1021	1
	Via Ashburton			
	Buckfastleigh – Buckland	Wed	1402	1
X38	Buckfastleigh – Plymouth	Mon-Sat	0738-1907	1 / 2.5 hours
	Via South Brent	Sun	1030 & 1630	2
	Buckfastleigh – Exeter	Mon-Sat	0720-1933	1 / 2.5hours
	Via Liverton	Sun	1202 & 1802	2

¹ Times should not be relied upon and will be subject to change

Method of Travelling to work (Census 2011)

