



DARTMOOR LOCAL PLAN
guiding planning applications in Dartmoor National Park

TOPIC PAPER 9

Site Assessment & Allocation Recommendations

August 2020

This topic paper provides an overview of the issues and evidence used to inform Dartmoor National Park's local plan review



Site Assessment & Allocation Recommendations Report Version 2 September 2019

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1 Introduction

This report considers the available sites for development in the Dartmoor National Park Authority (DNPA) area and makes recommendations for allocations in the emerging Local Plan Review. The assessment of sites takes into account updates to evidence including the Strategic Environmental Assessment appraisal of sites, Habitats Regulations Assessment, the Employment Land Review, Landscape Sensitivity appraisals, etc., as well as ongoing discussions with stakeholders and consultees. Sites are assessed against this evidence and specific delivery criteria in order to recommend allocation policies.

This Topic Paper was provided alongside the Draft Local Plan for consultation from 3 December 2018 to 4 February 2019. Based on responses to that consultation, and further technical work and consultation this Topic Paper has been reviewed in July and August 2019. This includes reviews related to:

- Reference to updated advice on planning for the South Hams SAC,
- Updated FRA information and revised flood map for planning,
- Current advice from Development Management in relation to submitted planning applications,
- Comments from statutory bodies, and
- Further planning and delivery considerations.

1.1 Planning Context

The DNPA Local Plan process takes place in the exceptional context of a protected environment and a dispersed rural population. Planning for development is not target driven, but rather responsive to the needs of the local community in balance with the requirement to conserve and enhance the National Park's special qualities. The special characteristics of the National Park include the widely-appreciated beauty, tranquillity, and biodiversity. However, the livelihoods and lifestyles of residents and farming families, many of whom have lived and worked in the National Park for generations, are fundamental to the character of Dartmoor.

The Local Plan policies and allocations start with consideration of the Vision for Dartmoor. The emerging strategy for development in the National Park is set out in the *Vision and Spatial Strategy Topic Paper*. All aspects of the local plan relate back to this Vision, and those most relevant to consideration of site allocations include:

Table 1 Development Strategy from Dartmoor Vision & Spatial Strategy Topic Paper

| | |
|-------------------------------|--|
| Site / Spatial considerations | <ol style="list-style-type: none"> 1. Decent homes 2. A place to do business 3. Sustainability – living within environmental limits 4. Resilient landscape (minimise landscape impacts) 5. Thriving habitats and species 6. An historic environment in excellent condition |
|-------------------------------|--|

| | |
|-----------------------|---|
| Policy Considerations | 7. Making best use of resources |
| | 8. Culture and arts |
| | 9. Exemplars for outstanding development |
| | 10. Community involvement and participation |
| | 11. Prosperous and vibrant communities |
| | 12. Farming, Forestry and Land Management |
| | 13. Opportunities for access and enjoyment (tourism, etc) |

The spatial strategy for development in the National Park is outlined in [the Vision and Spatial Strategy Topic Paper](#). This confirms the role of the Local Centres and supports the approach of making housing allocations within the Local Centres only. The range of services provided in the Local Centres is summarised in the following table.

Table 2 - Services in Local Centres

| | | Princetown | Horrabridge | Chagford | South Brent | Ashburton | Buckfastleigh | Moretonhampstead | Yelverton |
|--------------------|--------------------------|------------|-------------|----------|-------------|-----------|---------------|------------------|-----------|
| Primary Services | Community Hall | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Primary School | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | x |
| | Store | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Children's Play Area | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Health Centre | x | x | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Regular Bus Service | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | ATM | x | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Secondary Services | Bank (inc mobile branch) | ✓ | x | x | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Post Office | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Public House | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Place of Worship | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Library | ✓ | x | ✓ | x | ✓ | x | ✓ | x |
| | Pharmacy | x | x | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Dental Surgery | x | x | ✓ | x | ✓ | x | ✓ | ✓ |
| | Garage (fuel) | ✓ | x | x | x | ✓ | ✓ | x | ✓ |
| | Sports Pitch | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

1.2 Site Allocations Assessment Methodology

Policies allocating future development sites are an important part of the spatial policies in the Local Plan. Decisions about what sites to allocate requires consideration of a wide range of technical issues, ongoing discussions with the community, stakeholders and landowners, and making planning judgements in relation to placemaking and deliverability. The following table outlines the process of selecting sites for allocations.

The site evaluation for allocation recommendations thus builds on previous and ongoing technical work and considers and assesses the alternative, available sites in order to identify those that best meet the planning objectives of the National Park and have a reasonable prospect of delivery.

| Stage | Tasks |
|----------------------------|--|
| Preparatory Work | Site Availability: LAA call for sites, assessments and partner consultations Technical Evidence Development Planning Policy Objectives and Issues development |
| Allocations Review Stage 1 | Review of evidence <ul style="list-style-type: none"> • LAA Outcomes • Sustainability appraisal / Habitats Regs reviews / FRAs • Landscape Appraisal • Employment Land Review • Infrastructure Delivery Plan / OSSR review; identification of strategic limits to infrastructure • Housing Needs (qualitative) |
| Allocations Review Stage 2 | Review of previous development delivery and site allocations |
| Allocations Stage 3 | Identification of allocation criteria |
| Allocations Stage 4 | Site visits, review of titles/covenants/landowner discussions |
| Allocations Stage 5 | Assessment of sites |
| Recommendations | Recommendations for allocation text |

1.3 Document Organisation

Section 2 of this report provides summary overviews of some of the evidence most relevant to the potential site allocations. Sections 3- 10 provide specific assessment of potential site allocations for each of Dartmoor's Local Centres and makes recommendations for site allocations.

2 Review of Evidence

The following sections provide a brief summary of the key points arising from ongoing forward planning work. This includes targeted [community engagement](#) and consultation and data driven technical evidence. Our understanding each communities' characteristics, assets, and needs etc., were brought together in [settlement profiles to underpin policy directions](#). These profiles have been considered along with specific technical evidence which has been considered in the making recommendations on site allocations. The technical evidence base includes:

- 2017 Land Availability Assessment
- Landscape Character Assessment / Landscape Sensitivity Assessment
- Strategic Environmental Appraisal/Sustainability Appraisal
- Strategic Flood Risk Assessment
- Habitat Regulation Assessment
- Infrastructure Delivery Plan

- Employment Land Review
- Open Space, Sport and Recreation Study

The Authority provides ongoing updates to evidence on the Local Plan Review web pages.

2.1 The Land Availability Assessment

The report of the 2017 Land Availability Assessment (LAA) (Sept 2017) summarises the process and results of the LAA process. The LAA report looks at the potential housing and employment contribution of sites within the National Park, from both within and outside the planning process.

Eighty seven (87) sites were submitted and reviewed, and based on objective assessment some sites were rejected due to specific and broad criteria. Site level details are available online¹. Of the 87 sites submitted, 55 were considered deliverable and developable for housing and just under half of these sites (25) are located in the vicinity of Local Centre settlements. These 25 sites are the subject of the detailed appraisal in this report.

Parishes and stakeholders were consulted on the outcomes of the LAA, a Report² was prepared, and community views of LAA options were sought and considered. Further landowners input was sought on specific concerns arising from these consultations and ongoing technical work.

2.2 What the Landscape Assessments tell us

A Landscape Character Assessment and Landscape Sensitivity Assessment were undertaken in 2017. The earlier 2010 Landscape Character Assessment was reviewed and updated, most notably the Landscape Character Types and forces for change were updated. The Sensitivity Assessment assessed the sensitivity of the landscape around each of the Local Centres, as well as Mary Tavy and Christow, to change from development. The sensitivity assessment included consideration of criteria such as:

- Topography
- Natural character:
- “sense of time” / historic character
- Visual character:
- Perceptual & experiential qualities
- Settlement pattern & edge character

The following table provides the summary sensitivity assessment for the Local Centre sites considered in the LAA. Land within the built-up area of the Local Centres does not form part of the landscape and therefore was not assessed for sensitivity (n/a), though for most sites the landscape

¹ <http://www.dartmoor.gov.uk/living-and-working/planning/planning-policy/background-evidence/land-availability-assessment-shlaa>

² http://www.dartmoor.gov.uk/data/assets/pdf_file/0004/1181416/01-12-17_PC_Sites_Consultation_Summary_Report.pdf

character for the wider area was identified. The combination of landscape character assessment and landscape sensitivity assessment provide appropriate analysis to determine potential sites' acceptability in landscape terms. The LAA site appraisal describe the landscape character and any particular sensitivities. Having taken these into account the Site Development Briefs may include specific reference to sensitivities or mitigations, such as boundary treatment, or densities. It is not considered that further assessment, such as Landscape Visual Impact Assessment, is necessary prior to allocation to justify the principle of site development. Further analysis would be welcomed to demonstrate any landscape will successfully mitigate the development's landscape impacts as much as possible.

Table 3- Landscape sensitivity of LAA sites.

| LAA Site Ref. | Address | Landscape Character type | Sensitivity |
|-----------------------|---|--|-------------|
| Ashburton | | | |
| ASH2 08/014 14/112 | Outdoor Experience, Chuley Rd Kenwyn | n/a Urban | n/a |
| ASH1 08/052 16/015 | Longstone Cross, Tower Hill Farm | 3A. Upper farmed and wooded valley slopes | High |
| Buckfastleigh | | | |
| 08/009 | Oaklands W of Glebelands | 3A. Upper farmed and wooded valley slopes | High |
| BCK1 08/046 | Barn Park adj Wallaford Rd | | |
| 14/093 | Roundcross | | |
| 16/066 | W of Oaklands Park | | |
| 16/003 | Church Park BUCKFAST | | |
| BCK2 10/057 | BCK2 Holne Rd | | n/a |
| 14/076 ELR02 | Axminster Carpets BUCKFAST | n/a Urban | n/a |
| 16/038 | Tweenaways /Timbers Road | 5A. Inland elevated undulating land | Med-High |
| Chagford | | | |
| 14/108 | Cattle Market, Crannafords | 2D. Moorland edge slopes | High |
| CHG2 16/077 | north west of Lamb Park | | |
| Horrabridge | | | |
| HOR2 14/090 | New Park | 3D. Upland river valleys | n/a |
| 14/110 | Youldon Way | 2D. Moorland edge slopes | Med-High |
| Moretonhampstead | | | |
| MTN2 08/017 A | MTN2 Thompson's Yard | 2D. Moorland edge slopes | n/a |
| MTN1 14/095 A | MTN1 Chagford Cross | | n/a |
| 08/018 | Courtenay Park Field | | Med-High |
| 08/019 | Forder Farm /Chagford Cross | | |
| 14/095 B | Bradford Meadow, Betton Way | | |
| 14/102 | Brinning Lane Field | | |
| 14/121 | Queens Road | | High |
| Princetown | | | |
| 10/058 | Moorland View (DNPA) | 1L. Upland moorland with tors | High |
| 10/065 | Moorland View (WDBC) | | |
| 16/079 B | Bellever Close | | n/a |
| 16/079 D | Barrack Road / Tavistock Road | | |
| South Brent | | | |
| 08/040 | So of Fairfield | n/a Urban | n/a |
| 14/077 | Brent Mill Farm | 3F. Settled valley floors | High |
| 14/078 | Corn Park and Crowder Park | 5A. Inland elevated undulating land | Med-High |
| 14/079 | Roseland, Corn Park | | |

| LAA Site Ref. | Address | Landscape Character type | Sensitivity |
|---------------|-------------------------------|--------------------------|-------------|
| 16/051 | West of Palstone Lane | | |
| 16/078 | So of Exeter Road at Palstone | | |
| Yelverton | | | |
| 08/033 | Gratton & Meavy Lane | 2D. Moorland edge slopes | Med-High |
| 14/073 | Elfordtown (S of Elford Park) | | |
| 14/107 | Gratton Cross | | |
| 16/064 | Binkham Hill, Dousland Road | | |

2.3 What the SEA/SFRA/Habitats Regulations Assessment tells us

The criteria for the Sustainability Appraisal (SA) (incorporating the Strategic Environmental Assessment (SEA)) are set out in the SEA Scoping Report. The SA/SEA report assessed the potential effects of developing sites, individually and cumulatively. The results of appraisals for each of the sites provide indications of site issues and opportunities particularly in relation to environmental concerns. Whilst the SA/SEA appraises the overall merits of individual sites it does not consider sufficient specific detail in relation to delivery and placemaking to provide recommendations for site allocation selection.

Planning for growth in the National Park is solely to meet specified local needs. Consequently the SEA is not used to assess alternative broad spatial options for development. All sites have similar impacts in relation to water quality, waste, design potential and minerals. There are also common issues of greenfield sites having minor negative impacts on landscape and soils, and housing / employment having positive impacts for community and economy etc.

Other issues, such as access to transport, are similar for all sites within a settlement (depending on the level of access in the general area). It should be noted that routes and timetables change over time and are largely outside the remit of planning. The Vision and Spatial Strategy Topic Paper has set out the settlement hierarchy, and within this strategy efforts will be made to meet the housing and employment needs of the Local Centres.

For the most part the SA/SEA found the site alternatives were broadly comparable. Sites with particular issues, e.g. flooding³ were largely screened out during the LAA process. Broadly some Local Centres have specific environmental issues which can be summarised as:

The 2010 Strategic Flood Risk Assessment (SFRA) and subsequent updates and addenda set out key issues and requirements in relation to flooding, drainage and water quality. The addenda in 2018 and 2019 reviewed the sites being considered for allocation. The SFRA addendum update (2019) considered in more detail the three sites which required further assessment of flood risk:

- Chuley Road, Ashburton

³ The Strategic Flood Risk Assessment noted that in the absence of modelling it is pragmatic to suggest that Flood Zone 2 should be used as a surrogate for Flood Zone 3 plus climate change. This has been used in the SEA, LAA and other area-wide screening.

- Thompsons Depot, Moretonhampstead
- Axminster Carpets, Buckfast

These three sites were considered through further sequential and exceptions testing. All three sites were found to deliver 'Wider sustainability objectives' and specific requirements for detailed site-specific flood assessment and mitigation work was identified for these three sites.

The [HRA Screening & Appropriate Assessment](#) report (Sept 2018) further explored likely significant effects particularly on those European sites wholly or partly in the National Park, namely: Dartmoor SAC, South Dartmoor Woods SAC, South Hams SAC. Impact on sites outside the National Park was also considered, and this included sites on the south Devon coast and the Culm Grasslands.

The potential for impacts of allocations was assessed and the assessment found:

“Development at these settlements could have a cumulative increase in recreational use of the SACs with the potential for disturbance or habitat loss. However, due to the small scale of proposed development that is to meet local needs, this increase is considered to be negligible with no likely significant effects.”

The report highlighted the primary HRA concerns for allocations at Local Centres as:

- Ashburton: 2 km from S Dartmoor Woods; 3 km from South Hams SAC
- Buckfastleigh & Buckfast: within 1 km of South Hams SAC
- Chagford: 4km from Dartmoor SAC
- Horrabridge: 3km from S Dartmoor Woods; 8km from Dartmoor SAC
- Moretonhampstead: 3km from S Dartmoor Woods; 5.5km from South Hams SAC
- Princetown: 1.5 km from Dartmoor SAC; 3.5 km from S Dartmoor Woods
- South Brent: 5km from Dartmoor SAC
- Yelverton: 3.5 km from S Dartmoor Woods; 6km from Dartmoor SAC

The requirements for site-specific habitats assessment and mitigation of impacts, particularly on those sites closest to the South Hams SAC were set out.

Table 4 - Summary of environmental issues for local centres

| | |
|---------------|---|
| Ashburton | <p>Within the area of Landscape Connectivity and sustenance zone for the Greater Horseshoe Bat (GHB).</p> <p>Town Centre flooding issues and extensive Critical Drainage Area.</p> <p>Significant parking constraints in and near the town centre.</p> <p>Landscape constraint between dual carriageway and rising land</p> |
| Buckfastleigh | <p>Within the area of Landscape Connectivity and sustenance zone for the Greater Horseshoe Bat (GHB).</p> <p>Drainage and flooding issues in the lower town centre.</p> <p>Significant road and parking constraints.</p> |
| Horrabridge | <p>Constrained by large areas of flood zone from the River Walkham.</p> |

| | |
|------------|---|
| Princetown | Has a number of small brownfield sites with infill development opportunities all of which provide positive regeneration opportunities without environmental constraints. Broader landscape sensitivity |
| Yelverton | Constrained to the West by Roborough Down and significant landscape considerations. |

2.4 What the OSSR tells us

A review and update of [Open Space, Sport and Recreation \(OSSR\) study](#) (Sept 2019) assessed the provision of open space, sport and recreation facilities in the Local Centres. The report establishes that it is only appropriate to pursue standards for provision of equipped play space and outdoor sports facilities alongside new development in the National Park context. Assessment of the quantity, quality and spatial distribution of current facilities found that all of the local centre have adequate provision of amenity and recreational open space. Additional Issues and Aspirations for each of the Local Centres, were identified in the Settlement Profiles and refined through community consultation. Current priorities and gaps in provision are summarised as follows:

Table 5 - Open Space, Sport & Recreation Requirements

| | |
|-------------------|--|
| Ashburton | Cycle path/lane between South Dartmoor College and Buckfastleigh Opportunity to link Bullivers Way to Recreation Ground through Chuley Road Additional burial space |
| Buckfastleigh | Cycle path between Buckfastleigh and South Dartmoor College Opportunity for a pedestrian link between Church Street and allocated site (BCK2) at Holne Road |
| Chagford | Additional burial space Possible contribution to playing field provision deficit in West Devon Potential pedestrian/cycle connection between Crannaford's and village centre |
| Horrabridge | Skate Park for youth population Car park and youth/3G football pitch associated with existing adult football pitch Possibly should make small contribution to deficit of playing field provision in West Devon |
| Moreton-hampstead | Completion of Wray Valley Trail |
| Princetown | Footpath/cycle path from Sanderspool Cross Roundabout to London Inn Mews on Exeter Road Plymouth Footpath from Palstone Park Recreation Ground to Station Yard Car Park |
| South Brent | (no issues identified) |
| Yelverton | Improvement of cycle links along A386 Footpath link to Woodman's Corner, Dousland. |

2.5 Infrastructure need and the Infrastructure Delivery Plan (IDP)

Outcomes of consultation and consideration of future needs of Local Centres, and their service areas, have identified a number of items of infrastructure which are locally supported and have a reasonable prospect of being funded in the next 20 years. Many of these were also identified in the OSSR (noted above) but additional infrastructure requirements include:

Table 6 - Local Centres' Infrastructure Requirements

| | |
|-------------------|--|
| Ashburton | Additional car parking requirements Ashburton Primary School is over capacity and may require extension during plan period Need identified by community for allotments |
| Buckfastleigh | 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 draft NDP |
| Chagford | Recreational open space to be delivered as part of development Bretteville Close site Additional car parking requirements, to be provided through Bretteville Close New fire station, provided on new site through development on Bretteville Close site (now complete) Replacement primary school building funded through Priority School Build Programme (now complete) The need for additional bus services has been identified, but is unlikely to be met by public funding in the current economic climate, Fare Car (a book-ahead shared car hire service) has been used in Chagford, but passenger usage is reported to be very low |
| Horrabridge | Additional car parking requirements (detailed assessment needed) Recreational open space to be provided as part of development of New Park (HOR2) |
| Moreton-hampstead | Link to be provided from development at Thompson's to Wray Valley Trail Additional car parking requirements (detailed assessment needed) The need for additional bus services is unlikely to be met by public funding in the current economic climate |
| Princetown | Need identified for additional visitor parking (detailed assessment necessary) The need for additional bus services has been identified, but is unlikely to be met by public funding in current economic climate |
| South Brent | Highway improvements) and investment in existing equipped play space and outdoor recreation facilities to be provided as part of Fairfield Development (SBR1) Additional car parking requirements (detailed assessment needed) Opportunity to re-open railway station (longer term aspiration) |
| Yelverton | Facility to allow parking and change to a public mode of transport Recreational open space to be provided as part of Briar Tor development |

2.6 What the ELR tells us

The 2018 Employment Land Review (ELR) undertook an assessment of the demand for and supply of employment land across the National Park. This included information from a Business Survey, market analysis, demand assessment, and an appraisal of the current employment land portfolio.

In terms of locations of growth, alternative strategies were assessed and it was recommended that the preferred strategy is to identify and distribute employment floorspace at the Local Centres and larger business sites. Local Centres and Rural Settlements with good strategic access and a suitable level of local services support the locations with the strongest employment demand. The report also noted the importance of allowing suitable level of growth at other Rural Settlements which enables greater opportunities to live and work locally, whilst potentially reducing commuting distances to reasonable levels by providing a network of provision.

Thirty three employment sites (27 of which were in the Local Centres) were assessed. Site assessment criteria included

- Market attractiveness / Market appraisal
- Sustainable development factors;
- Environmental quality and known constraints;
- Strategic access and accessibility;
- Strategic planning factors;
- Developable space and vacancy

Following assessment recommendations were made as to whether sites were suited to:

- **Protect** – The site could potentially be safeguarded for continued employment use.
- **Intensify** – The site could potentially be intensified, by making better use of vacant or underused space for employment additional floorspace.
- **Redevelop** – The site of could potentially be redeveloped in part or comprehensively for employment or mixed use development.
- **Release** – The site has relatively low occupancy/demand and could potentially be considered for release for non-employment uses.
- **Develop** – The site represents a new employment land opportunity and could potentially be considered for an allocation.

The following table summarises the findings of the ELR assessment of sites in the Local Centres. Buckfast sites are also shown for strategic spatial consideration.

Table 7 - Employment Land Review Assessment

| ELR Ref | Address | Size ha | Quality | Accessibility | Recommendation |
|---------|---|---------|---------------------|---------------|---------------------|
| ELR01 | A38 Garage Business Park, Ashburton | 0.67 | Good / Average | Good | Protect |
| ELR14 | Linhay Business Park, Ashburton | 2.03 | Good | Good | Protect |
| ELR12 | Glentor, Balland Lane, Ashburton | 0.32 | Good | Good | Protect |
| ELR05 | Chuley Road Estate, Chuley Road, Ashburton | 2.73 | Good/ Average/ Poor | Good | Protect / Intensify |
| ELR08 | Dolbeare Meadow, Eastern Road, Ashburton | 1.37 | Good | Good | Protect / Intensify |
| ELR04 | Bulycleaves Quarry, Buckfast Road, Buckfastleigh | 2.91 | Average/ Poor | Good | Protect |
| ELR13 | Mardle Way Business Park, Buckfastleigh | 1.91 | Average | Good | Protect |
| ELR03 | Buckfastleigh Spinning Works, Chapple Street, Buckfastleigh | 2.54 | Average/ Poor | Good | Protect/ Intensify |

| ELR Ref | Address | Size ha | Quality | Accessibility | Recommendation |
|---------|--|---------|----------------|---------------|---------------------|
| ELR10 | Elliot Plain Warehouse, Buckfastleigh | 0.03 | Poor | Good | Redevelop/ Release |
| ELR17 | Dial Iron Foundry Site, Fore Street, Buckfastleigh | 0.11 | Poor | Poor | Redevelop/ Release |
| ELR07 | Dial Motors, Buckfastleigh | 0.1 | Average | Good | Protect |
| ELR31 | Higher Buckfast Mill, Buckfast Abbey, Buckfast | 0.54 | Good | Good | Protect |
| ELR02 | Buckfast Spinning Co, Lower Mills, Buckfast | 4.19 | Average | Good | Protect |
| ELR30 | Cattle Market, Crannafords Bridge, Chagford | 1.58 | n/a | Average | Develop Business |
| ELR06 | Crannafords Industrial Park, Chagford | 0.43 | Poor | Average | Protect / Intensify |
| ELR26 | Brent Mill Farm, South Brent | 1.48 | n/a | Good | Develop Business |
| ELR16 | Manor Mills, Avon Works, South Brent | 1.26 | Average / Poor | Average | Protect / intensify |
| ELR15 | Long Meadow Business Parks, South Brent | 1.45 | Average | Good | Protect |
| ELR20 | Old Station Yard, South Brent | 0.58 | Average | Good | Protect |
| ELR18 | The Old Mill, Station Road, Moretonhampstead | 0.45 | Average | Good | Protect |
| ELR28 | Betton Way Rural Workshops, Moretonhampstead | 0.47 | Average | Average | Protect |
| ELR27 | Thompsons, Station Road, Moretonhampstead | 2.76 | Average | Average | Redevelop |
| ELR25 | Land West of Public Car Park, Station Road, Princetown | 0.93 | n/a | Average | Develop Business |
| ELR09 | Duchy Yard, Princetown | 0.55 | Average | Average | Protect |
| ELR33 | Duchy Square, Princetown | 0.11 | Good | Average | Protect |

ELR LAA Site Issues

Two sites were recommended for release in Buckfastleigh; Elliot Plain and Dial Foundry. These are both within the settlement boundary, are suitable for redevelopment, and supported in planning terms and as such may make windfall contributions to development; there is no need to allocate these small sites.

Thompsons Yard in Moretonhampstead is identified for redevelopment as mixed use. Design work on delivering housing on part of the site has been undertaken as part of the current Local Plan allocation and mixed use development allocation for this site should be retained in order to set out key issues in policy.

The LAA sites adjacent to the Cattle Market in Chagford and Brent Mill Farm in South Brent were identified for future business development. Appraisal of these sites confirms that in placemaking terms, including balance of housing and employment provision in these settlements, these sites were recommended for allocation as employment land. Subsequent consultation with Environment Agency has shown the flood zone issues at Brent Mill would be difficult to overcome.

Employment Land Issues

It is widely recognised that employment land can be difficult to deliver, however once available the ELR and experience confirm that there will be demand for these sites. DNPA should be proactive in

working with the District Councils' Economic Development Officers and others including the County Council and the LEP, to promote available sites and to seek funding assistance to help deliver these sites.

Strategically, there is a reasonable balance of employment and housing at most of the Local Centres. However, Horrabridge has very limited employment within and adjacent to the built up area and future consideration of development need would be advised to consider the locally important opportunities for rebalancing, whilst recognising that there is a range of existing employment space within the broader area.

2.7 Affordable Housing

The Core Strategy (COR15) set out that *"The provision of open market housing will be restricted to sites within Local Centres in circumstances where its provision will facilitate affordable housing on previously developed land or where it will be provided through building conversion/sub-division or where such development will facilitate significant environmental or community benefits. The proportion of affordable housing in such developments will be not less than 50%. However, in exceptional circumstances, the proportion of affordable housing required may be varied where this is necessary to enable development of significant environmental or community benefit to proceed."*

Similarly Policy DMD21: *Residential development in Local Centres* states that *"In all cases, except as where indicated in a specific settlement policy, the proportion of affordable housing to meet local need should not be less than 50% of the units provided."* The following table, taken from the DNPA settlement profiles, provides a snapshot of housing delivery and need.

Table 8 - Affordable Housing Delivery and Need from 2017

| Affordable Housing Need (% of which 1 or 2 bed homes) | | Housing delivery since 2008 |
|--|----------|--|
| Ashburton | 33 (90%) | 8 affordable homes (not allocated) |
| Buckfastleigh | 38 (73%) | 14 homes (not allocated) |
| Chagford | 39 (87%) | 28 Affordable (via allocation) |
| Horrabridge | 9 (44%) | 22 homes (allocation under construction) |
| Moretonhampstead | 13 (70%) | 13 homes (not allocated) |
| Princetown | 75 (87%) | 44 homes (not allocated) |
| South Brent | 50 (88%) | 26 affordable homes (via allocation) |
| Yelverton | 18 (94%) | 37 homes (allocation under construction) |

Housing Officer Reports

As part of site appraisal process existing allocations and LAA Local Centre sites were reviewed with the District Councils' Housing Officers. General and site-specific points raised are summarised below. Three issues were raised which were common across most settlements:

- Local communities have a strong desire to make affordable homes available to people in their community who are unable to access market housing, but who do

not meet the priority-banding of Devon Home Choice (i.e. those in 'Band E'). Many of these are young families and older people who are in less stable private rental accommodation.

- There is demand for shared ownership homes in the National Park. Housing Associations wish to be able to offer 100% staircasing to ensure viability. Local communities can see this as an opportunity for local households to access homes, but also are wary of the potential loss of affordable housing stock to the open market. This should be addressed in policy which can make provision for staircasing but identify restrictions (by covenant or contract) which ensure future marketing of homes is restricted to those with local connections.
- Some local communities wish to identify sites for a community-led housing project (self/custom build). This is being progressed through community groups and neighbourhood planning groups and is being supported through DNPA and District Council Officers seeking to maximise opportunities following from the Community Led Housing Funds. DNPA has recently appointed to a new 'Planning Enabler' post focused on supporting the delivery of housing and employment schemes within the National Park.

Additional contextual housing issues noted for the Local Centres can be summarised as follows:

Table 9 - Local Centres' Housing Context

| Teignbridge | |
|--------------------|---|
| Ashburton | <ul style="list-style-type: none"> • An application has been submitted for a deliverable 100% affordable scheme for ASH1 – Longstone Cross (0312/19). This is being considered through Development Management. • Other applications were submitted in Ashburton (including Kenwyn and Outdoor Experience) but which failed to offer appropriate affordable housing. Revised proposal for these sites are expected. |
| Buckfastleigh | <ul style="list-style-type: none"> • There is a lot of hidden housing need in Buckfastleigh. • There is need for a greater mix of tenure and sizes of dwellings in particular smaller homes of rental and shared ownership to meet the needs of downsizing and newly formed households. • There is a need for more integration of market homes and affordable homes – as opposed to the large former Council estates which dominate some areas of Buckfastleigh. |
| Moreton-hampstead | <ul style="list-style-type: none"> • There has been considerable community work in relation to providing the housing needed to support an active community. • Permission granted (subject to s106) for 30 dwellings 50% Affordable at MTN1 Chagford Cross (DNP14/095A) • A local lettings pilot scheme for affordable rental nominations is in place for M'hampstead. |

| South Hams | |
|-------------|---|
| South Brent | <ul style="list-style-type: none"> The recently completed Cavanna Homes scheme provided 14 affordable homes and another 14 affordable have been permitted (subject to a s106 agreement) on adjacent land South of Fairfield. There have been negotiations with landowners around the option to deliver a community led housing scheme (custom build) on part of the land West of Palstone Lane. An application for 17 dwellings (12 affordable and 5 open market) has been submitted by a CLT for land west of Palstone Lane and this is being considered through Development Management. |
| West Devon | |
| Chagford | The ongoing development is providing adequate affordable housing to meet current needs. Local desire to deliver a community led self/custom build scheme and the Lamb Park allocation area is being considered for this. |
| Horrabridge | The recently completed DCH development (HOR1) is helping to meet the need for housing association rental property but there is a need for a mix of tenures in the community. Drainage and ground conditions limit alternatives for future development. |
| Princetown | The area would benefit from regeneration to improve existing stock and deliver new homes. |
| Yelverton | <p>There is a strong need for older persons affordable homes as well as general needs housing.</p> <p>Previous allocation at Briar Tor is nearing completion and has delivered 32 homes with 11 affordable homes.</p> <p>Some affordable homes will be delivered outside the National Park at Crapstone Caravan Park which was recently permitted on appeal and this may be of interest to a few Yelverton households in need.</p> |

Delivery of Affordable Housing

Viability modelling in support of the Local Plan review is ongoing alongside the preparation of this report. Initial findings confirm that delivering 45% or more homes as affordable housing should be viable and achievable. This is based on *reasonable land values for the National Park* and it is important that landowners and agents understand that the policies and market for housing in the National Park are significantly different from those in the rest of south Devon.

2.8 Previous Allocations Reviews

Some of the sites considered in this report were allocated in the 2013 DM and Delivery DPD and it is useful to consider the completed delivery as well as where development has been slow to come forward. The following table summarises the status of allocations as noted in the Local Plan Annual Monitoring Report 2019 and subsequent activity.

Table 10 - Status of Site Allocations from DM DPD

| Settlement | 2013 Allocation Ref | Site | Size (Ha) | Status (at August 2019) |
|---------------|---------------------|------------------|-----------|---|
| Ashburton | ASH1 | Longstone Cross | 1.1 | Application received – pending decision 39 affordable homes |
| | ASH2 | Chuley Road | 3.54 | Outdoor experience: outline application received - pending decision 29 homes including 6 affordable |
| | | | | Brewery Meadow: under construction 23 open market homes |
| Buckfastleigh | BCK1 | Barn Park | 0.76 | Application received – pending decision 28 homes including 10 affordable |
| | BCK2 | Holne Road | 1.73 | Outline application received – pending decision 30 open market homes |
| | BCK3 | Devonia Mill | 2.67 | Removed by owner in 2017 LAA |
| Chagford | CHG1 | Bretteville | 3.65 | 15 specialist dwellings for the elderly completed 93 homes including 28 affordable under construction. |
| | CHG2 | Lamb Park | 1.29 | Allocated site – proposed for re-allocation |
| Horrabridge | HOR1 | Walkham Meadows | 0.27 | Complete 10 affordable homes |
| | HOR2 | New Park | 1.46 | Allocated site – proposed for re-allocation |
| Mary Tavy | MTV2 | Garage Sites | 1.04 | Site 1: complete (South of Brentor Road)- 19 homes incl. 2 affordable |
| | | | | Site 2: allocated site (North of Brentor Road) – proposed for re-allocation |
| | | | | Site 3: allocated site (East of A386) – not proposed for re-allocation |
| M'hampstead | MTN1 | Forder Farm | 0.78 | Permission granted subject to s106 30 dwellings 50% Affordable |
| | MTN2 | Thompson's Depot | 0.94 | Outline application pending |
| Princetown | No Allocations | | | |
| South Brent | SBR1 | Fairfield | 2.42 | Phase 1 complete 40 homes incl. 14 affordable |
| | | | | Phase 2: permission granted subject to S106 agreement (pending) 40 homes incl. 14 affordable |
| Yelverton | YEL1 | Briar Tor | 0.95 | Complete. 32 homes incl. 11 affordable |

Dartmoor DM and Delivery DPD Policy DMD45, *Settlement boundaries and site development*, requires that applications for allocated sites should be supported by a development brief or masterplan and that this should be prepared with engagement of local community and stakeholders. Whilst sites delivered have complied with, this policy this has been a more valuable or more positively approached on some sites than others.

The Local Plan Review should consider how the most effective aspects of the policy are retained and enhanced to help guide outcomes. Details of allocated site requirements, in relation to delivery, design, constraints and infrastructure, should be set out in a site brief which confirms policy requirements related to each site. As standing planning advice, a brief will clarify specific considerations that will be made through development management and help applicants, residents, and stakeholders to understand what development will come forward.

The following sections of this document bring together the evidence and considers placemaking and delivery issues to identify recommended sites for allocation in the Local Plan Review.

3 Ashburton

3.1 Issues Overview

Ashburton is the largest settlement in the National Park and is a key service and employment centre with people coming from across South Devon for work, college and services. It is also a gateway town to the National Park with many visitors stopping in the ancient part of town to visit. There is a vibrant local community which has a significant number of children and working adults.

Originating along the river valley with hills rising steeply to the north and being bounded by the trunk road to the south the town is highly constrained. The flood zones along the River Ashburn are a serious concern for existing residences and business and much of the town sits within the critical drainage area. The southern area of town is within the consultation area for the South Hams SAC (Greater Horseshoe bats). Outside the current built up area the historic setting and landscape have a high sensitivity to change and for a number of amenity and practical reasons must be conserved.

Factors for consideration include:

| | |
|-----------------------|---|
| Issues | <ul style="list-style-type: none"> Flooding issues along the River Ashburn and extensive Critical Drainage Area (CDA) including upstream impacts outside the CDA Significant parking constraints in and near the town centre Within the Landscape Connectivity Zone and Sustenance Zone for the South Hams SAC (Greater Horseshoe Bat (GHB)). Significant areas of landscape & topography constraint Demand for employment land in Ashburton with little further opportunity for brownfield development outside the Chuley Road area. |
| Infrastructure | <ul style="list-style-type: none"> Additional car parking requirements Ashburton Primary School is over capacity and may require extension during plan period Need identified by community for allotments |
| Housing | <ul style="list-style-type: none"> Current housing need: 33 homes (90% of which are for 2 bed homes) In the past ten years only 8 affordable homes have been delivered. An application has been submitted for 39 Affordable Dwellings at Longstone Cross and is under consideration. Need for intermediate housing for local residents who are unable to access market housing, but who do not meet the priority-banding of Devon Home Choice. Many of these are young families and older people who are in less stable private rental accommodation. Enabling 100% staircaising would help address this. |
| Employment | <ul style="list-style-type: none"> ELR notes strong demand and suggests retention/enhancement of existing employment sites. |

Table 11 - Ashburton Progress on existing allocations

| | | |
|-------------|-----------------|---|
| ASH1 | Longstone Cross | Application received – pending decision. 39 affordable homes |
| ASH2 | Chuley Road | Masterplan rescinded – ongoing support for coordinated regeneration proposals Development at Brewery Meadow (under construction) |

3.2 Stakeholder Views

Issues raised include:

- There is a local need for affordable housing and poor delivery over recent years.
- There is a need for social rented homes in particular homes for working age residents and young families who cannot afford full market housing, but are currently housed in private rental or parents homes and don't qualify for social housing.
- Car parking is an issue for residents, business and visitors in the town centre area and residents want to see additional parking provided.
- The community wants to see the Chuley Road area redeveloped but the wish list of things to be addressed is large (flood defences, safeguard railway heritage, parking) and not necessarily compatible with landowners' views/expectations.

3.3 Sites Appraisal

Land Availability Assessment

Six sites were submitted through the LAA process. **Peartree Cross** was excluded due to location, access and ownership. **Chuley Road** was resubmitted as a larger site encompassing Outdoor Experience and additional land, and this site was excluded due to concern about delivery and multiple land ownerships. An extended area of land west of Longstone Cross was submitted with the LAA. This additional land was included to accommodate site infrastructure and layout required for delivery.

The LAA panel assessed the four sites (Outdoor Experience, Kenwyn, Longstone Cross, and Tower Hill Farm) as having capacity for around 68 homes. The affordable housing development at Longstone Cross will deliver sufficient affordable homes to meet the *currently* assessed local affordable housing need.

Table 12 - Ashburton LAA Findings Summary

| | | |
|-----------------------|-------------------------------------|--|
| DNP08/014 | Outdoor Experience Ltd, Chuley Road | Part of mixed use allocated land, ASH2 |
| ASH1 DNP08/052 | Longstone Cross | |
| DNP14/112 | Kenwyn, Western Road | Pockets of site would be developable, avoiding difficult topography and mature trees. Potential feasibility/viability difficulties for conversion of the existing (original) building. |
| DNP16/015 | Tower Hill Farm | Junction would need improvement and northern section of the site is very steep and may constrain development. |

SEA

The SEA site appraisal identified the Tower Hill and Longstone Cross sites as having largely neutral or positive impacts. Chuley Road has potential serious negative issues in relation to flooding, heritage and impact on GHB corridors whilst Kenwyn was considered to have negative effects in relation to loss of trees, loss of historic character and more direct impact on town centre congestion.

Potential Allocation Appraisal

Placemaking

Kenwyn and Outdoor Experience are both within the existing settlement and are closer to the town centre. Development at Kenwyn would change the immediate area's ambient amenity (less so the visual amenity assuming retention of important trees). Longstone Cross is adjacent to the existing settlement and development here would be in keeping with the surrounding homes largely from the 60s – 80s. Whilst visible at distance from the north and west development at Longstone Cross would not be too prominent in the landscape. Development at Tower Hill Farm would relate to the development but would be more visually intrusive for the immediate area. Housing officers feel that an additional affordable housing development at Tower Hill in combination with Longstone Cross may result in an over-concentration of affordable housing and not lead to a mixed tenure neighbourhood.

Both Kenwyn and Outdoor Experience are sites which until recently have provided alternative uses, and these sites could in future provide opportunities for regeneration and reuse. Both Longstone Cross and Tower Hill Farm would extend the current built up area of Ashburton, and of these two sites Tower Hill Farm would have greater impact upon landscape character.

Infrastructure

The site servicing requirements for Kenwyn is limited. For Chuley Road the flood mitigation costs might be considerable, and some highway improvements could be required. Tower Hill Farm has easily achievable access to sewerage and electricity. For Longstone Cross connection to foul sewerage will require pumping and access over third party land; an agreement has been reached on this and it is predicated on the development being fully affordable.

Chuley Road area will require flood defences and noise mitigation (barriers and fabric). Kenwyn and Chuley road are closer to bus services and the primary school though Longstone/Tower Hill are within 400m of the secondary school and within a 10 minute walk to the bus stop.

All sites in this area will require sensitive lighting schemes which limit impact on bats and dark skies.

Delivery

The Longstone Cross site covers multiple ownerships which has delayed delivery of the previous allocation. However, the addition of some of the new land put forward, and negotiations with adjoining owners, has overcome servicing and access issues. The Housing Authority (Teignbridge) and the housing association developer have worked with Homes England to create a deliverable scheme of fully affordable housing.

The Chuley Road area has multiple ownerships which limits the ability to plan for and deliver the whole area in an integrated fashion. Outdoor Experience put forward a scheme which indicates some housing can be delivered, but design constraints, comprehensive flood alleviation and viability for a sufficient level of affordable housing have proven problematic in this area of the site. Part of the allocation area has had 23 market homes permitted as the “Brewery Meadow” scheme which involves land remediation, flood mitigation measures, bat mitigation etc as required by policy.

The Tower Hill site has a single ownership and development would not make farming or other business unviable. The landowner has had some discussions with housing associations but the site is unlikely to bring forward an affordable-housing led scheme at this time.

3.4 Recommendations

| Address | LAA Site Ref. | notes | Allocation? |
|--|-------------------|--|--|
| Longstone Cross | ASH1 - DNP08/052 | The ASH1 Allocation should be retained but with the addition of some of the additional land. As the owner of the small area between Roborough Gardens and the proposed development is seeking to retain the land this area should be retained within the allocation so that the written policy can guide development | Allocate with updated boundary and policy text |
| Outdoor Experience Chuley Road | ASH2a - DNP08/014 | The extant ASH2 allocation has proven problematic, however supporting regeneration in this area is an important Site is within settlement boundary and the current ASH2 allocation area. The Outdoor Experience site is outside the flood zone, however there is significant noise blight from the A38. | Allocate some or all of Chuley Road in a re-written allocation for mixed use regeneration setting out key policy requirements in relation to infrastructure, design, parking etc |
| Other land at Chuley Rd | ASH2b | Land put forward in the LAA and the extant ASH2 allocation | |
| Kenwyn | DNP14/112 | Site is within settlement boundary and reuse of buildings would be supported in principle subject to planning consideration. Proposals for redevelopment or expansion will be considered | No |

| Address | LAA Site Ref. | notes | Allocation? |
|------------------------|---------------|--|--|
| | | through Development Management in relation to compliance with the Local Plan as a whole. | |
| Tower Hill Farm | DNP16/015 | . Future reviews may wish to consider this site in relation to other land in the area. There may be merit in considering a community-led (eg custom/self-build) development for local people, and this could be considered alongside relevant exception site policies. | No. Given preferred alternatives exist to meet local housing need allocation is not recommended. |

4 Buckfastleigh

4.1 Issues Overview

Buckfastleigh is the National Park's second largest settlement and is midway between Exeter and Plymouth on the A38 Trunk Road. Buckfastleigh has strong connections with settlements nearby, including those in the National Park (Ashburton) and those across south Devon (eg Totnes) and there is considerable cross commuting for work, education, services and entertainment. An active community group has been working on a Neighbourhood Plan which started to set out a number of locally important issues and aspirations, however this does not appear to currently being progressed.

| | |
|-----------------------|--|
| Issues | <ul style="list-style-type: none"> • The South Hams SAC (Buckfastleigh Caves site) sits immediately north of Buckfastleigh, and within Buckfastleigh there are a number of sites highly sensitive to GHB foraging and movement. Surrounding area is within the Landscape Connectivity Zone and Sustenance Zone for the South Hams SAC (Greater Horseshoe Bat (GHB)). • Drainage and flooding issues in the lower town centre with flooding risk along Dean Burn and River Mardle; Critical Drainage Area across Buckfastleigh • Road and parking constraints with many narrow roads and junctions being made worse with on street and pavement parking. • The topography (eg the River Mardle valley) has led to a built form of residential areas separated rather than integrated • The town fringe is highly sensitive landscape which forms an historic gateway to the National Park. |
| Infrastructure | <ul style="list-style-type: none"> • There is a need for recreational open space • Additional open footpaths/trails around the parish and public realm improvements including improved pedestrian connection with railway and town centre • Safe cycle connection between Buckfastleigh, Buckfast and Ashburton |
| Housing | <ul style="list-style-type: none"> • Latest Housing Needs survey notes requirement for 38 homes (73% of which 2 bed homes) • 14 affordable homes delivered in the past 10 years (not allocated) • There is a lot of 'hidden housing need' in Buckfastleigh with a need for a greater mix of tenure and sizes of dwellings - in particular smaller homes of rental and shared ownership to meet the needs of downsizing and newly formed households. • There is a need for more integration of market homes and affordable homes – as opposed to the large former Council estates which dominate some areas of Buckfastleigh. • Two planning applications received and being considered through development management: |

| | |
|-------------------|---|
| | <ul style="list-style-type: none"> 28 homes including 10 affordable 30 open market homes Major C2 (care) residential-led redevelopment application has been submitted in Buckfast for the Axminster Carpets site. Potential to address housing need for specific household-types in Buckfastleigh. |
| Employment | <ul style="list-style-type: none"> A number of large and small employment sites in the area, many of which are poor quality. ELR recommends release/redevelopment of two small sites; Elliot Plain Warehouse and Dial Iron Foundry Site. There is sufficient demand for employment space and the ELR recommends safeguarding and improving employment land at the Spinning Works (Devonia) and Buckfast Spinning Co (Axminster Carpets). |

Table 13 - Buckfastleigh Progress on existing allocations

| | | |
|-------------|--------------|--|
| BCK1 | Barn Park | Application received – pending decision 28 homes including 10 affordable |
| BCK2 | Holne Road | Outline application received – pending decision 30 open market homes |
| BCK3 | Devonia Mill | Removed from consideration by Owner |

4.2 Stakeholder Views

Issues raised include:

- Concern about parking issues and lack of available on-street parking, and poor parking blocking the road.
- Concern at existing high level of affordable housing stock in Buckfastleigh, and the focus of existing and proposed future policy being on further affordable housing delivery, suggesting that market housing could help address the balance as part of mixed development.
- Community is disappointment that the Devonia site had not come forward.
- Flooding issues along the lower parts of town concern residents and businesses.
- The Town Council and public attendees were not overly supportive of the existing site allocations. There was no consensus on a preferred site option of those offered, and the TC requested that DNPA review the LAA result for the site west of Duckspend Rd (DNP16-038) looking again at feasibility/viability and highway access.
- Desire for a cycle path route connecting Ashburton and Buckfastleigh, and continuing on to Plymouth via a series of on and off-road paths.

4.3 Sites Appraisal

Land Availability Assessment

There were 6 sites in Buckfastleigh put forward through the LAA process, as well as several sites in Buckfast outside the Local Centre. Only one site Land at Tweenaways/Timbers Road was discounted. The LAA panel was of the view that access and topography constraints were sufficient

to discount the site from development and the panel considered that the site was remote from the town centre. Following Parish Council sites consultation, the site was revisited. Whilst sensitive landscaping would be required, there are no overarching constraints to the site, access can be achieved in a number of ways, and there are opportunities for good placemaking.

The midpoint housing delivery in Buckfastleigh was ca 180 dwellings which is far in excess of the local need.

In addition, the available brownfield Axminster Carpets site in Buckfast, outside the local centre, was reviewed and was considered in relation to development in the Buckfastleigh Parish.

Table 14 - Buckfastleigh LAA Findings Summary

| | | |
|--------------------|----------------------------------|--|
| DNP08/009 | Oaklands Rd West of Glebelands | Long strip of land in this submission removed as it is undevelopable therefore reduce site area to 2.62. |
| DNP16/066 | Oaklands Park, Oaklands Road | Access constrained by Silver Street |
| BCK1 | Barn Park (Wallaford Rd) | |
| DNP10/057 | Holne Rd | Requirement for access road and undevelopable (slope / stream) areas, reduce developable area to 1 ha from 1.73ha. |
| DNP14/093 | Roundcross | Currently isolated, however once adjacent allocated site developed it would be achievable. Achievable but for development in years 10+ following completion of the adjacent site. |
| DNP16/038 | Tweenaways and W of Timbers Road | Unsuitable for development due to access constraints, rural nature of the sites and distance from the settlement. |
| DNP14/076 ELR02 | Axminster Carpets Spinning Mill | Considered deliverable as residential-led mixed use. Part of site in flood zone 3 so discounting net developable area will be required. (see also Employment Land Review site ELR02) |

SEA

The SEA site appraisal of LAA sites identified most of the LAA sites as having largely neutral or positive impacts and those negative issues (landscape and congestion) were balanced. The biodiversity impact of the Buckfastleigh sites were more significant than other settlements, in part due to the immediate proximity of the SAC. The Holne Road and Roundcross sites are 300m from the SAC bat maternity roost site, and are natural parts of the flyway. Holne Road appears to have a more biodiverse range of grasses and shrubs on the site.

Holne Road, Roundcross, and Timbers/Tweenaways were considered more negative in relation to settlement pattern as they were separated from the existing homes, and development here would begin to bridge the open space between Buckfastleigh and Buckfast. The Timbers/Tweenaways site being somewhat more distant from the existing town bus network was marginally less positive than the others. However, that site is the farthest site from the SAC (with only the A38 flyway being an issue). This site also has lower landscape sensitivity than the other sites considered.

Potential Allocation Appraisal

Placemaking

As noted above, in response to topography Buckfastleigh's settlement pattern is that of several separate residential areas with the town centre with intervening valleys, and community facilities being located in the lower areas of town. Roundcross and Holne Road would follow this pattern through creating a new residential area separated from town and development of Holne Road should seek to provide physical and visual connectivity. If the Holne Road site is built out there may be an opportunity to develop the lower slopes of Roundcross without negative visual impact.

The current allocation at Barn Park is closest to the town centre with the area W of Timbers road being closer walking distance to the school and town centre than the Oaklands area. The two sites at Oaklands (Oaklands Park and W of Glebelands) form a continuation of the current development but with difficult access via Silver Street. The Oaklands Park development would represent a loss of a school facility and playing pitch, albeit not publicly accessible. The area W of Glebelands would present an opportunity to create permeable access between Glebelands and Oaklands Road and addressing parking issues would be a key requirement.

The area W of Timbers Road ("Area B" in the LAA assessment) could provide an opportunity to create a southern gateway to town whilst having more limited impact on the wider landscape. The NE corner of Timbers Road "Area A" could be achievable as a small rounding off development for a limited number of homes which would complement the existing built form of the town.

Development at the Axminster carpet site is disconnected from the town of Buckfastleigh and should be considered in relation to the Abbey, businesses and homes in the immediate area.

Infrastructure

The sites at Barn Park and W of Glebelands have alternatives for site access and with Teign Housing being the adjoining landowner, subject to an integrated and responsive affordable housing offer, it is likely that options for access can be achieved.

The servicing costs of the identified sites are not extra-ordinary, though the site W of Timbers may require road upgrades beyond those on the development site. The site appears to be able to achieve sewerage connections without pumping though Roundcross would likely need adjoining landowner access.

All sites in this area will require lighting which limits impact on bats and dark skies and areas closer to the SAC, in particular Holne Road, Roundcross and W of Glebelands would require landscaping to reinforce dark corridors.

Delivery

All sites are in single ownership and none appear to have legal delivery constraints. The Land W of Timbers Road is part of a larger farm holding and development of part of the site would not render farm or other business unviable. The alternative uses for the playing field and school at Oaklands Park would not render development unviable however the existing use value might reduce the motivation to deliver an affordable housing scheme and would represent a loss of facility.

No specific information in relation to affordable housing provision is available, however with a number of alternative sites and given the National Park's focus on local needs housing, any development will have to be affordable housing led.

Finally, it is worth noting that if the Devonia Spinning Mill site were available for development this would form an outstanding opportunity for regeneration and mixed use development (subject to flood mitigation). This site has not been considered in the context of allocations as the site is not available and the current owner has sought to improve the employment offer on the site, which will in itself have significant benefit to the community. In any event the site is within the development boundary of the Local Centre and as such there would be in principle support for redevelopment.

4.4 Recommendations

Table 15 - Summary of Site Recommendations

| Address | LAA Site Ref. | Notes | Allocation? |
|---|-------------------|---|--|
| Barn Park adj Wallaford Rd | BCK1 DNP08/046 | Pre-application work (surveys etc) has been ongoing. | Allocation should be retained. Policy should reinforce the need for a mix of tenures and a number of smaller dwellings within any proposal. |
| Oaklands W of Glebelands | DNP08/009 | Through access from Glebelands to Oaklands Rd could improve access. Policy should require a mix of tenures and a number of smaller dwellings within any proposal. Parking creates access constraints and development here should create sufficient, and possibly additional, parking (the latter through delivery of parking court/lockup garages). | There is some merit in allocation of this area. Policy requirements for parking and permeability, and retention of northern area to reinforce dark corridor/Bat Flyway. With allocated sites meeting local housing need this site is not required. |
| W of Oaklands Park | DNP16/066 | Though close to the area W of Glebelands (DNP08/009) terminating access to this site through Oaklands Park would isolate new homes and loss of playing field/potential facilities | No. |
| Roundcross | DNP14/093 | Development here enlarges the settlement extent and movement and green infrastructure in this area are critical, though in future reviews there may be merit in further consideration in relation to development at Holne Road. | |
| Holne Rd | BCK2 DNP10/057 | A development brief has been put forward however a number of issues | The existing allocation should be retained, |

| | | | |
|--|--------------------|---|---|
| | | have been identified including lack of policy-compliant tenure and size mix. The extant allocation is in place prior to adoption of a new Local Plan and any applications will be considered through development management. | though currently being tested through development management |
| Tweenaways /Timbers Road | DNP16/038 | The southern field (described in the LAA report as parcel “B”) provides an opportunity to achieve access improvements. A small portion of the northern parcel “A” would support a modest “rounding off” development. This is the least constrained area of Buckfastleigh and with sensitive and comprehensive planning modest development could add to the local housing supply and help uplift the area. Development would require transport and pedestrian/cycle links in addition to bat mitigation and biodiversity enhancements. | There is some merit in allocation of this area, but with currently allocated sites likely meeting local housing need allocation of this site is not required. |
| Axminster Carpets Spinning Mill | DNP14/076 ELR02 | Though outside the local centre, this site has been identified as potential for improved employment and housing development. An allocation will provide policy clarification in terms of development requirements. | Allocate for mixed-use development and regeneration with improved employment space offering and potential for C2 led-scheme. |

5 Chagford

5.1 Issues Overview

A smaller, more remote centre in the north of the National Park, Chagford is an active local service centre for the surrounding rural villages and hamlets, and the range of services is not as great as found in the larger Local Centres. There are service and employment links with Moretonhampstead, and some commuting outside the National Park but Chagford has a fair degree of self-containment.

| | |
|-----------------------|--|
| Issues | <ul style="list-style-type: none"> • The surrounding area has a moorland edge character and has high sensitivity to landscape change. As a hub for National Park visitors, retaining the special rural character of the area is critical • There are few specific ecological or topographical constraints • Need to balance employment providing opportunities for working age families |
| Infrastructure | <ul style="list-style-type: none"> • Identified need for recreational open space to be delivered as part of development Bretteville Close site • Additional car parking requirements, to be provided through Bretteville Close site • New fire station, provided on a new site through development on Bretteville Close site • New Primary School completed • The need for additional bus services has been identified (unlikely to be commercially viable) and Fare Car (a book-ahead shared car hire service) has been used in Chagford, but passenger usage is reported to be very low • Potential to better link the Crannafords employment area with the village centre |
| Housing | <ul style="list-style-type: none"> • The current housing need (40 homes) is largely being met through the major schemes currently being delivered. • Delivery of 28 affordable homes has commenced (Bretteville Close) • Development of older people's houses at Bretteville Close is complete • There is a local desire to deliver a community led self/custom build scheme and a community group is working to take this forward. • Chagford (Parish) has the highest level of second home ownership of the Local Centres |
| Employment | <ul style="list-style-type: none"> • There is demand for employment land and the ELR has recommended to protect and intensify the Crannafords Industrial Park and to develop and expand the employment offering at the Cattle Market Site. |

Table 16 - Chagford Progress on existing allocations

| | | |
|------|-------------|--|
| CHG1 | Bretteville | UNDER CONSTRUCTION |
| CHG2 | Lamb Park | Options for a community-led housing development are being explored with the Community Land Trust |

5.2 Stakeholder Views

- The take up of the open-market elderly people's housing development experienced has not been as quick as expected and lessons should be learned about market demand and capacity for homes in more remote settlements.
- There was discussion around housing need, how it was calculated and the current mechanisms available for delivering affordable housing. DNPA stated that it was expected that the current development at Bretteville Close would likely meet much of Chagford's present housing need and that any significant further development would need to be based on evidenced housing need, via a Housing Needs Assessment or other means.
- There was general acceptance that the current allocated site at Lamb Park could be reallocated. There was discussion around what development type should be delivered there to meet local needs at the appropriate time, in particular self-build was raised.
- The employment site at Crannafords was discussed and there was overall support for the potential benefit of providing some further employment development there.
- The current policy approach to barn conversions was discussed and whilst DNPA are reviewing the policy, there is a need to ensure any opportunities created did not have any undesirable effects, such as increased second home ownership.

5.3 Sites Appraisal

Land Availability Assessment

Two sites in Chagford were put forward for consideration, both of which were considered by the LAA panel to be suitable and achievable for housing (Lamb Park) and employment (Cattle Market). The Lamb Park land ownership has changed and the site for current consideration is the southern portion of the field which is adjacent to the existing development.

Table 17 - Chagford LAA Findings Summary

| | | |
|---------------------------------|--|--|
| DNP16/077 CHG1 | Land to the north west of Lamb Park | Access to the site is via residential roads only thus the capacity of the site served by the current road arrangement is likely limited, though currently it would not be constrained. |
| DNP14/108 | Chagford Cattle Market, Crannafords Bridge | Deliverable and developable for employment use. |

SEA

The SEA site appraisal of LAA sites identified found Lamb Park to be largely neutral or positive impacts. The Cattle Market site had more issues in relation to placemaking - however these issues would not be as significant for employment land.

Potential Allocation Appraisal

Placemaking

The current form of Chagford lends to a well-focused community. Recent housing development has been planned as a form of rounding off the current built extent. The field at Lamb Park also provides an unobtrusive, logical extension to the built up area and as an opportunity for community-led housing development could provide greater diversity in the available housing stock.

Infrastructure

There are no significant issues in servicing the two sites which have been put forward, however, if employment uses were planned which would use large amounts of water or power, system upgrades might be needed.

Access to the Cattle Market site along the B3206 is dangerous for pedestrians and cyclists. Development of the site presents an opportunity to improve the junction and linkage between the existing industrial estate and the adjoining site, and with the centre of the village.

Delivery

Based on experience with the development ongoing in Chagford, it may be that housing demand (market demand) will be a constraint in delivering housing in the short term, however there is strong demand for self-build and community-led housing which could compliment the recent development in the area.

5.4 Recommendations

| Address | LAA Site Ref. | Notes | Allocation? |
|--|------------------|--|--|
| Cattle Market, Crannafords Bridge | DNP14/108 | Delivery will require Junction upgrades, adequate parking for employment and pedestrian/cycle access improvements to the town and should be specified in policy. | Though outside the built up area, this site should be allocated for employment land as per ELR recommendations to help address the balance of employment and housing. |
| NW of Lamb Park | CHG2 - DNP16/077 | As sufficient numbers of market and affordable homes are coming forward in Chagford, this site presents an opportunity for Community-Led or self/custom build housing which complements the existing housing supply. | Retain the allocation with policy requirement for community involvement |

6 Horrabridge

Horrabridge is on the Western edge of Dartmoor with the historic core of the town being along the River Walkham valley with significant 20th century development uphill toward the A386. The town is constrained to the south by an extensive flood zone around the River Walkham with fairly steeply rising hills surrounding on all sides. There are no strategic ecological constraints around the settlement and the adjacent landscape sensitivity is medium to high.

The town has a high proportion of social housing and lower cost homes. There is little employment within the settlement itself, with a high level of out commuting.

6.1 Issues Overview

| | |
|-----------------------|--|
| Issues | <ul style="list-style-type: none"> Constrained by large areas of flood zone from the River Walkham. Drainage and ground conditions limit alternatives for future development. Concern over historic mining works require survey for any sites coming forward. |
| Infrastructure | <ul style="list-style-type: none"> Additional car parking requirements (detailed assessment needed) Recreational open space to be provided as part of development of New Park (HOR2) Devon County Council is undertaking an assessment of the A386 |
| Housing | <ul style="list-style-type: none"> Latest Housing Needs survey notes requirement for 9 homes. Walkham Meadows (HOR1) completed delivering 10 affordable homes. There is a need for a mix of tenures in the community. |
| Employment | <ul style="list-style-type: none"> Small scale employment within the settlement with considerable out-commuting |

Table 18 - Horrabridge Progress on existing allocations

| | | |
|-------------|-----------------|-------------------------|
| HOR1 | Walkham Meadows | COMPLETED |
| HOR2 | New Park | No significant progress |

6.2 Stakeholder Views

- Concerns that Horrabridge suffers from highways issues around parking and traffic flow in the town.
- Flooding issues were raised on both of the potential development sites – particularly DNP14110 where there were anecdotal reports of considerable surface water flooding and historic mine shafts.
- The Parish Council requested officers consider alternative land to the north of the village adjacent to the A386.

6.3 Sites Appraisal

Land Availability Assessment

Three sites were put forward in the LAA process though the site at Greenway Close was discounted as it was fully within the flood zone. The owners of both sites have noted the sites are part of larger landholdings in the area.

Table 19 - Horrabridge LAA Findings Summary

| | | |
|------------------|------------------------------|--|
| DNP14/090 | HOR2 – E of New Park | Suitable for development excluding Flood Zone area |
| DNP14/110 | Land adjacent to Youldon Way | Site is wet under foot with challenging topography in places. Access through existing cul-de-sac |
| DNP16/028 | North of Greenway Close | Fully within flood zone and discounted |

An additional area of search was considered to the north of the village at the request of the Parish Council. Land n/w of Torbridge Road, Chichester Court and Copperfields were identified by the Parish Council. Development of these areas could be readily achievable given the topography and potential access direct to the A386. However, each of these areas would be accessible only by the A386, without vehicular or pedestrian access into the village. As a consequence, development of these areas would be very poor in place making terms, have a poor relationship with the settlement and lead potentially to additional short car journeys into the village exacerbating parking concerns. Land further north/west towards Magpie would have the same issues, be further isolated from the settlement and represent development in the open countryside. Concerns around historic mine workings in these areas was also raised locally. For these reasons the consideration of this area of search was not pursued further.

SEA

As both sites are greenfield, the SEA site appraisal of LAA sites identified negative effects on landscape and soils. The HOR2 area had a greater negative impact on flooding and townscape, though opportunities to improve access to public open space were identified.

Potential Allocation Appraisal

Placemaking/Infrastructure/Delivery

Both sites represent an expansion of the town's current built up area. A community-responsive development at New Park (HOR2) could deliver improved green infrastructure and access to open space. Both sites are proximate to existing development and should be able to access services. Development of Youldon Way would be less permeable and somewhat isolated from the town as a whole.

6.4 Recommendations

It is generally preferable to have more than one site allocated, in order to provide for a choice of homes and to ensure a single landowner is not relied on for all delivery. However, as there are issues with access, drainage, and built form for the land at Youldon and much of the existing

affordable housing need is being satisfied through current development there is no pressing need to allocate a site with known issues. Lack of progress on the HOR2 allocation during the present plan period suggests that the Authority will need to work proactively with landowners and stakeholders to bring this forward to meet local housing needs in due course.

Further areas of search should be identified for consideration in future planning reviews.

| Address | LAA Site Ref. | Notes | Allocation? |
|--------------------|-------------------|---|--|
| New Park | HOR2 DNP14/090 | Drainage and green infrastructure will require specific technical consideration. Providing connectivity through the site should be set out in policy. Make specific requirements to provide space for river corridor and watercourse and undertake site-specific FRA. | The allocation should be retained and progressed. |
| Youldon Way | DNP14/110 | There are concerns about drainage, ground stability and access which need to be satisfied before an allocation recommendation can be made. A single access through Youldon way, on the periphery of the village will isolate any new dwellings. | No |

7 Moretonhampstead

Moretonhampstead is located in the north-east corner of the Dartmoor National Park and is on the north/south route between larger towns of Newton Abbot and Okehampton. It is a service centre for the local community and smaller surrounding hamlets.

The settlement has few strategic environmental constraints, though there is some flooding along the Wadley Brook to the south. An elevated, enclosed town, the surrounding landscape has medium to high sensitivity.

7.1 Issues Overview

| | |
|-----------------------|---|
| Issues | <ul style="list-style-type: none"> The landscape to the north and east of town has a higher sensitivity to change Localised flood constraint to the south of town. |
| Infrastructure | <ul style="list-style-type: none"> Link to be provided from development at Thompson's to Wray Valley Trail Additional car parking requirements (detailed assessment needed) The need for additional bus services is unlikely to be met by public funding in the current economic climate |
| Housing | <ul style="list-style-type: none"> Latest Housing Needs survey notes requirement for 13 affordable homes. No new affordable homes delivered in the present local plan period. Forder Farm allocation (MTN1) Permission granted subject to s106 which will deliver up to 30 dwellings 50% Affordable There has been considerable community work in relation to providing the housing needed to support an active community. A local lettings pilot scheme for affordable rental nominations is proposed for Moretonhampstead. |
| Employment | <ul style="list-style-type: none"> The ELR identified a demand for employment space in the town and recommended retaining existing employment spaces. The ELR suggested that Thompson's yard could be redeveloped to enhance the employment space and provide an element of mixed use/housing. |

Table 20 - Moretonhampstead Progress on existing allocations

| | | | |
|-------------|------------------|------|-------------------------------|
| MTN1 | Thompson's Depot | 0.94 | Application Submitted |
| MTN2 | Forder Farm | 0.78 | Outline Application Submitted |

7.2 Stakeholder Views

- There was little support for any large scale development in Moretonhampstead
- A group of residents have undertaken their own site sensitivity appraisal and concluded that all green spaces in the town are highly valued

- Second home ownership is considered to be an issue
- Traffic, transport and other infrastructure needs are a concern for local residents
- The Parish Council has surveyed the community to better inform its response to the Local Plan review. Local residents have consistently expressed a desire to retain the openness of “Courtenay park” field as the southern setting of the town.

7.3 Sites Appraisal

Land Availability Assessment

Nine sites were put forward for consideration in the process. Two sites (DNP10/063 Land between Court Street and DNP14/103 Land at Cherry Tree) were rejected as they were remote from the existing settlement. Another site, (DNP14/111 Moretonhampstead Highway Depot) was rejected as 80% of the site is within Flood Risk Zone 3.

Table 21 - Moretonhampstead LAA Findings Summary

| | | |
|--------------------|---|---|
| DNP08/017 A | N & S of Station Rd – Thompsons Yard and Others | Land off Bowring Park removed (access). North of station road has access issues and form of development Thompsons Yard requires works to mitigate flood issues though partial redevelopment can be achieved. |
| DNP08/018 | Field known as Courtenay Park | Potential Surface Water Flooding' area runs along Station Rd boundary. The PROW (Parish Footpath 28) provides informal recreation and is an important pedestrian link from the east of town to the west and the Leisure centre/recreation ground. |
| DNP08/019 | Forder Farm | Site is large. Development limited to the 4 northern fields within Plot B and Plot A. Southern sections of Plot B to be removed. |
| DNP14/095 | Chagford Cross and Bradford Meadow, Betton Way | Plots A and B achievable. Plot B is wet and should be subject to ecological reviews. |
| DNP14/102 | Land off Brinning Lane and Station Road | Area of Flood Zone 3. |
| DNP14/121 | Queens Road | Topography and access limitations. |

SEA

As all sites except Thompson’s Depot are greenfield these were judged to have slight negative impacts in relation to landscape, soils and heritage. The remainder of concerns were largely similar across sites and largely neutral or slight positive.

Potential Allocation Appraisal

Placemaking

Sites considered are all, to some extent, adjacent to the existing settlement. Forder Farm is characteristic of the arable fields that are found on Dartmoor’s periphery and would be across the

road from the new development north of the school. Courtenay Park field and Brinning Lane field appear as open town greenspaces.

Bradford Meadow is across the new Betton Way link road from facing terraces with development to the south and is intimate with the townscape. Queens Road on the northern boundary of the town is across from a row of facing semi-detached bungalows, however the steeply sloping field forms part of particularly attractive Dartmoor valley and development here would be isolated and cross a clear landscape threshold..

Thompson's Depot is at the southern entrance to town and appears as a typical rural industrial site. Redeveloping the Depot would provide an opportunity to deliver an attractive, mixed-use gateway to the town.

Betton Way is a new road which, along with the school and other services, sets out westward growth for the town and provides safe pedestrian and vehicle access. Development along this road would feel a natural extension to the town. Courtenay Park is proximate to the town centre and with sensitive urban layout could represent a new 'edge' to the townscape, however there is notable local opposition to development of this site. Brinning Lane field is more open and would not, on its own or with Thompsons Depot, result in a good form of development.

Infrastructure

Bradford Meadow and Thompson's Depot will both be straightforward to service in relation to utilities. Chagford Cross will also be achievable though with higher servicing costs. Courtenay Park and Brinning Lane field would require greater investment in order to deliver services. All sites except Queens Road have an opportunity to deliver improved community infrastructure either through green infrastructure and open space or, in the case of Thompson's Depot, through access to railway heritage and the Wray Valley Trail.

Delivery

All sites are deliverable and none will render farm business unviable. Thompson's Depot is an important employment site and will continue to be so and dealing with flood levels and contamination at Thompson's Depot, as well any application for consideration of Vacant Building Credit, may limit the quantum of affordable housing which may be delivered. Any loss of employment space resulting from a small amount of conversion to housing or heritage/other use would be offset by intensification and improvements to the remainder of the site. Landowners are aware of the National Park focus on housing to meet local needs and consider such development deliverable.

7.4 Recommendations

Moretonhampstead requires a level of local needs development to support the community - in particular newly forming households and downsizing households. There is however significantly more land available than will be required over the plan period. Whilst there are two allocated sites which are now coming through development management, it is advised to allocate at least one future site to enable phasing and ongoing supply of homes for the community.

In considering site alternatives, Courtenay Park and Brinning Lane have the most significant landscape character impact and there are considerable community amenity concerns. The scale of land put forward is out of keeping with local housing need. The land at Chagford Cross (opposite MTN1 and south of the A382) provides a deliverable opportunity for housing development and should the Bradford Meadow site have issues in delivery this site could be allocated as an alternative. Whilst Chagford Cross is open in character it is further from the historic core and setting of Moretonhampstead. As unimproved grassland, Bradford Meadow field does appear to have more biodiversity at present than the more intensely managed higher fields at Chagford Cross which may be a consideration.

| Address | LAA Site Ref. | notes | Allocation? |
|-------------------|--|--|--|
| MTN1 - DNP14/095A | MTN1 Chagford Cross | Currently being considered through DM | Retain allocation to ensure policy objectives are met |
| MTN2 - DNP08/017A | MTN2 Thompson's Yard Station Rd | Development of western portion of site for housing, and redevelopment of parts of the employment area are working through planning / development management. Very detailed flood planning and mitigation should be considered. | Retain existing Employment allocation boundary as mixed use allocation area providing opportunity to deliver some housing and uplift the employment land |
| DNP14/095B | Bradford Meadow , Betton Way | This area provides a well-sited logical extension to the current built up area. Due to the site ecology and situation density should be moderated to provide Green Infrastructure. | Allocate for development in the coming plan period |
| DNP08/019 | Forder Farm /Chagford Cross | Further development will continue the westward expansion of town. Peripheral vehicle access may attract commuters rather than reinforce town development. | No. |
| DNP08/018 | Courtenay Park | Visually sensitive, significant landscape character impact, and community amenity concerns. PROW bisecting site provides informal recreation and important E/W pedestrian connection. Listed building adjoining site to the W. | No. |
| DNP14/102 | Brinning Lane Field | Visually sensitive, significant landscape character impact. Flood zone 3 on southern portion of site. | No. |
| DNP14/121 | Queens Road | Landscape, topography, access and location are issues with this site. Site peripheral to town and could contribute little to meeting housing need. | No. |

8 Mary Tavy

Mary Tavy is a Rural Settlement within the Local Plan. Whilst all other allocated sites are within Local Centres, Mary Tavy has two key site opportunities within the settlement which are worthy of identification proactively. These have been identified in the current adopted Local Plan, but were not included in the Reg 18 Draft Local Plan for the following reasons:

- Downs Garage – the site lies within the settlement boundary, and the new policy context would allow for development without it needing to be allocated
- Mary Tavy Primary School – Devon County Council indicated at the time that no funding was available and that a scheme was not deliverable

However, following the draft Local Plan Regulation 18 consultation this position has been reviewed and it is now considered that the following reasoning justifies their inclusion in the Local Plan:

- Downs Garage site
It would be of benefit to the community to actively pursue/promote this site through the Local Plan, given its prominence within the settlement and the long standing opportunity that has existed for the site to come forward. Proactively identifying the site through allocation communicates clearly that this site should be delivered for the benefit of the community, to meet identified housing need, and that this should be the next opportunity for development in the settlement above any greenfield exception site development, supporting the Local Plan's 'brownfield first' approach
- Mary Tavy Primary School
The non-allocation was questioned locally during the Reg 18 consultation. On querying this with Devon County Council it has now commented that, whilst funding is not currently identified, the site is in the long term reserved for a future school, and that it remains a longer term aspiration which could be facilitated by proactive allocation of (and therefore safeguarding of) this land for a school. For this reason allocation of this site in the Local Plan is recommended.

9 Princetown

9.1 Issues Overview

Princetown is the highest village in the National Park with the settlement being dominated by the imposing granite prison, and prison outbuildings further contribute historic character to the area. Princetown is surrounded by moorland with an open and remote atmosphere and long views to and from the uplands. The historic environment includes numerous ancient and modern features, including the prison and the tin mines to the south and west which form part of a scheduled monument.

| | |
|-----------------------|--|
| Issues | <ul style="list-style-type: none"> • The settlement is bounded to the north by the prison and high elevation (North Hessary Tor) • The village has a number of small brownfield sites with infill development opportunities all of which provide positive regeneration opportunities without environmental constraints • High landscape sensitivity around the settlement • Uncertainty over future direction of prison • There is a Neighbourhood Planning group who have commenced work |
| Infrastructure | <ul style="list-style-type: none"> • Need identified for additional visitor parking (detailed assessment necessary) • The need for additional bus services has been identified, but is unlikely to be supported as a commercial service |
| Housing | <ul style="list-style-type: none"> • Latest Housing Needs survey notes requirement for 16 affordable homes (14 one- and two-bed) • The area has the lowest average resale price in the National Park and would benefit from regeneration to improve existing stock • Within the parish some homes have been delivered over the past year through conversions and exception site |
| Employment | <ul style="list-style-type: none"> • The ELR assessed a number of small employment sites as being average quality, but noted sufficient demand to protect and expand these. • The Prison and related services are important for local employment, along with services for visitors and agriculture. |

Progress on existing allocations

n/a – no allocations

9.2 Stakeholder Views

- Attendees emphasised the need to facilitate opportunities for local builders to develop small sites which can in turn support the local economy.

- There are concerns about availability of car parking and residents caution against loss of existing parking and highlight the need ensure new homes have adequate parking (during construction and occupation).
- Public attendees suggested DNPA should approach landowners on surrounding land and that greenfield sites should be prioritised over brownfield sites because development of brownfield sites can disrupt existing residents
- The affordability of affordable housing, and of land for self-build housing was questioned.
- The need for key worker housing was raised and the benefit this could have to support key employees who wouldn't usually be able to afford to live locally, such as carers
- The option of being able to purchase a flat, rather than just homes, would make development more affordable to local people

9.3 Sites Appraisal

Land Availability Assessment

A number of small sites were put forward and all were assessed by the LAA panel as suitable and available, however in some the viability of redevelopment was questioned.

Table 22 - Princetown LAA Findings Summary

| | | |
|--------------------|--|---|
| DNP10/058 | Land at Moorland View, Princetown (DNPA owned) | Site to be taken in conjunction with DNP10/065. In public ownership, could be brought in the short term. |
| DNP10/065 | Land at Moorland View, Princetown (WDBC owned) | Site to be taken in conjunction with DNP10/058. In public ownership, could be brought in the short term. |
| DNP16/079 B | Bellever Close, Princetown | Redevelopment of garages |
| DNP16/079 D | Land between Barrack Road and Tavistock Road | The former Prison Officer's Club is located on site and is a Non-Designated Heritage Asset which should be retained |

SEA

As all sites are brownfield, the SEA found development on all sites to have largely neutral or positive effects.

Potential Allocation Appraisal

Placemaking / Infrastructure / Delivery

All of the sites considered form part of the fabric of the existing town. Many of the sites currently contribute negatively to the townscape and redevelopment provides an opportunity to improve the quality of the local environment.

Being brownfield sites and within the existing settlement access to utilities will be easily achievable.

It is not known if any of the sites are contaminated (beyond low level hydrocarbons which would be expected on former garage sites) and the only known impediment to delivery is that the alternative use value for brownfield sites is higher than agricultural.

9.4 Recommendations

Any future consideration of development should be planned in light of potential changes to the organisation/management of the prison and the potential impact to residents, visitors and the local economy. It will be important in the Local Plan to set out overarching policy requirements for any proposals in relation to the prison site.

Whilst it is clear that the prison site should not be allocated for redevelopment at this point in time, it would be wise, given its magnitude, to identify the process which may take place if the prison does become vacant over the plan period.

| Address | LAA Site Ref. | notes | Allocation? |
|-----------------------------------|---|---|-------------|
| small brownfield sites. DNP10/058 | Moorland View (DNPA) | All sites are within the settlement boundary and are acceptable in principle. These four infill sites have a capacity of around 15-20 homes and the National Park Authority and the District Council housing team should work proactively to maximise affordable housing delivery on these sites to meet identified local housing needs. | |
| DNP10/065 | Moorland View (WDBC) | | |
| DNP16/079 B | Bellevue Close, | | |
| DNP16/079 D | Land between Barrack Road and Tavistock Road | | |
| Dartmoor Prison | | Set out a policy identifying key requirements and policy considerations for any future proposals for redevelopment of the Prison. | |

10 South Brent

South Brent is located on the southern edge of the National Park immediately north of the A38. The River Avon runs to the west of the village and the historic core of the village is framed between the station (not used), St Petrock's Church and the town centre services along station road and Church Street, and there are a number of listed buildings within the conservation area. There was considerable suburban development south of the B3372 (old A38) in the 1980s. Whilst there is some service-level self-containment for residents (e.g. education and recreation) many of these residents commute outside the National Park for work and other activities.

10.1 Issues Overview

| | |
|-----------------------|---|
| Issues | <ul style="list-style-type: none"> The southern and eastern edge of South Brent have medium to high landscape sensitivity with the higher landscape sensitivity being to the west (within and beyond the River Avon flood zone). Within the area of landscape connectivity for the South Hams SAC bats and on the edge of South Hams SAC sustenance zone. All proposals will require evidence, including survey data, to enable assessment on their potential impacts on Greater Horseshoe Bats. The A38 cutting somewhat reduces noise and visual impact of trunk road. |
| Infrastructure | <ul style="list-style-type: none"> Highway improvements) and investment in existing equipped play space and outdoor recreation facilities to be provided as part of Lower Green development (SBR1) Additional car parking requirements particularly in the town centre Opportunity to improve the public transport service and a long term aspiration to reopen the railway station. |
| Housing | <ul style="list-style-type: none"> Latest Housing Needs survey noted requirement for 50 homes (of which 88% one- and two-bed). The recently completed site has provided a number of homes however there is ongoing local need. SBR1 allocation Phase 1 is complete 40 homes incl. 14 affordable and Phase 2: permission granted subject to S106 agreement (pending) to deliver 40 homes incl. 14 affordable There have been negotiations with landowners around the option to deliver a community led housing scheme (custom build) on the land West of Palstone Lane. An application has now been submitted for an affordable custom build development. The recently completed scheme has provided affordable housing, and there will be negotiation to deliver additional affordable housing on adjacent land South of Fairfield. |
| Employment | <ul style="list-style-type: none"> The ELR identified a number of good employment sites in South Brent and confirmed market demand for space. |

- ELR suggested protecting existing employment space, and suggested developing/expanding the business offering at Brent Mill Farm.

Table 23 - South Brent Progress on existing allocations

| | | |
|-------------|-----------|---|
| SBR1 | Fairfield | Phase 1 complete 40 homes incl. 14 affordable Phase 2: permission granted subject to S106 agreement (pending) 40 homes incl. 14 affordable |
|-------------|-----------|---|

10.2 Stakeholder Views

- Social and affordable housing and potential that preference is given to a Community Land Trust was discussed. The idea of co-housing was raised and discussed
- Sustainability was raised as important, particularly with the loss of Code for Sustainable Homes
- Parking was raised as a problem in South Brent, particularly at the western edge of Station Park
- The sites to the south of the town (close to the A38) are likely to increase the parking issue as residents would drive into the town rather than walk and it was felt they were unlikely to use the local shops. The current allocated site and the land adjoining Palstone Lane were favoured at this stage.
- Housing Needs Surveys were discussed and it was agreed that now is not the time for a refresh (in light of the current development).

10.3 Sites Appraisal

Land Availability Assessment

Eight sites were submitted through the LAA process. Two sites (DNP08/042, Land at Brent Mill and DNP16/074, Land to the south of Exeter Road) were rejected due to being in flood zone 3. The LAA Panel felt DNP16/074 should be excluded as access via Palstone Lane would require improvements though subsequent site visits and completion of the Cavanna site have established that access could be achieved.

Table 24 - South Brent LAA Findings Summary

| | | |
|-----------------------------|------------------------------------|--|
| DNP08/040 W part of SBR1 | Land adjoining Fairfield | Deliverable and developable. |
| DNP14/077 | Land at Brent Mill Farm | Mature trees on site. Not ideal due to lack of footpaths into the town. Use as an employment site. (Further flood zone investigation has resulted in discounting this site). |
| DNP14/078 | Land at Corn Park and Crowder Park | Noise mitigation required due to proximity to A38. Reduce yield to the northern section at half the yield. Yield: 92-157. Development on Plot 2 limited to 12. |

| | | |
|-----------|--|--|
| DNP14/079 | Roseland, Corn Park | Access road unable to support plot 2 in DNP14/078 together with this site. Only one site would be able to be developed. Development limited to 12. |
| DNP16/078 | Land between Palstone Lane and Exeter Road | Suitable for development although there are concerns regarding landscape impact and settlement boundary |
| DNP08/042 | Land to the rear of Avondale House | Panel considered this site unsuitable and unachievable as the majority of the site (61%) lies within Flood Zone 3. |
| DNP16/051 | Land west of Palstone Lane | Palstone Lane is inappropriate for use as access to the site to any significant extent. Any access should be routed through the Cavanna site in the longer term, if site considered suitable, or there should be significant improvements to Palstone Lane |
| DNP16/074 | Exeter Road | Site is entirely within Flood Zone 3 and therefore fails Stage A |

SEA

As all of the sites put forward were greenfield sites the SEA site appraisal identified negative impacts on soils for all sites, in common with all greenfield development. South of Exeter Road at Palstone Lane was given a slight negative for heritage as there is a listed bridge 140m from the site, however there is unlikely to be receptor or setting issues in relation to this. The SEA noted that Corn Park sites would alone or in combination bring the settlement to the A38 which will negatively impact the village's identity. Brent Mill Farm were rated as negative on sustainable transport because as there are no roadside footpaths, and additional concerns regarding flood zones were identified and have been explored in greater detail.

South Brent is in the area of landscape connectivity for the South Hams SAC, and Greater Horseshoe Bats and HRA screening is required for any proposal.

Potential Allocation Appraisal

Placemaking

All of the sites considered are related to the newer development south of the B3372 Exeter Road and were some distance from the village centre. Only the SBR1 allocation is within the current settlement boundary. SBR1 Fairfield is fully enclosed by development and can be accessed through Fairfield or the recently completed part of the allocation as a natural extension to the village. Existing public open space and footpaths will ensure the development is not isolated from the village and services.

The triangular paddock south of Exeter Road at Palstone Lane is visible from Exeter Road and provides an important landscape marker as the transition from open countryside to the town. The improved footway along the old rail grade further highlights this as an attractive and well-landscaped gateway/edge to the village. Development of the field in front would detract from this.

The Brent Mill site for employment expansion faces flood, biodiversity and landscape constraints. Whilst the ELR has identified need for additional employment space in the area further work on flood assessment has indicated that this site would not be safe to develop.

Large scale, higher density development of the fields north of the A38 may increase the suburban character of the village. This area is more distant from the town centre and services. The land at Palstone is convenient to the recreation ground.

Infrastructure

For the Corn Park sites, development of more than a few homes would require introduction of a through road from Kerries Road and Corn Park and this, and servicing, would possibly require cooperation with multiple owners to provide access across the sites.

SBR1 at Fairfield will be able to access services through adjacent development and the policy should set out a requirement for pedestrian access through the Cavanna site to the high quality footpath network along the old railway. Development at Palstone Lane will require connectivity to footpath network and will require some upgrades to the lane.

Servicing and foul drainage requirements will need to be considered for new allocation and this may impact viability.

Delivery

The Corn Park sites north of the A38 appear to form part of a single farming operation (grazing) in multiple ownerships and it is not clear how development on part of the area will impact agricultural use. Land West of Palstone Lane is an arable field and scale of housing needs does not require the entire field. Consideration should be given to the potential environmental/community use of left over land.

Further work on the flood risk assessment at Brent Mill identified the majority of the site would need to be undeveloped and provision for enhanced flood storage considered.

10.4 Recommendations

| Address | LAA Site Ref. | notes | Allocation? |
|-------------------------------|---------------------------|--|---|
| DNP08/040 (west part SBR1) | South of Fairfield | This field is a logical extension to the developments to the North and East and builds on a track record of mixed tenure local needs housing. | Re-draft allocation SBR1 to reference completed housing and DM considerations |
| DNP16/051 | West of Palstone Lane | This site presents an opportunity for community-led custom/self-build housing on the northern portion of the site and discussions with landowners have advanced. Allocation should identify northern part of the site for residential development with remainder of field considered for farming, environmental or community use. Long term access should be through the adjoining housing, and not via Palstone Lane. | Allocate for development including community led custom / self-build housing |

| Address | LAA Site Ref. | notes | Allocation? |
|-----------|----------------------------------|--|-------------|
| DNP14/078 | Corn Park & Crowder Park | The scale and extent of the areas put forward is out-of-keeping with the local growth requirements for South Brent, and delivery of SBR1 has substantially addressed local housing need. Development here would not reinforce the local character of the town, and a large new estate in this area would add further suburban character. | No. |
| DNP14/079 | Roseland, Corn Park | | |
| DNP16/078 | South of Exeter Road at Palstone | The paddock-like field, and the landscaped public footpath and former railway bed, provide a legible and attractive gateway to the town which could be harmed by development. | No. |
| DNP14/077 | Brent Mill Farm | Significant risk identified through flood assessment work. | No. |

11 Yelverton

Yelverton is the largest settlement in the Parish of Buckland Monachorum which is largely outside the National Park, and part of the village is also in Meavy Parish. The wartime airfield on Roborough Down (RAF Harrowbeer) and the A386 form the western boundary of Yelverton. The village forms part of a closely linked network of settlements including Horrabridge, Dousland, and Crapstone and the village has a range of services though no school. The village is well connected to Tavistock and Plymouth by bus.

The settlement is predominately 20th century detached housing with the edge of the settlement rapidly leading into characteristic Dartmoor landscapes. The predominance of larger homes results in high house prices and limits the movement of growing and downsizing households within the town.

A Neighbourhood Plan for Buckland Monachorum is relatively advanced and identifies Yelverton as it the more sustainable location for development within the Parish.

The southern fringe of the village lies in Meavy Parish, including the Gratton Cross and Gratton Lane sites.

11.1 Issues Overview

| | |
|-----------------------|---|
| Issues | <ul style="list-style-type: none"> • The village is constrained to the west by Roborough Down and the airfield. • There are a number of long views to the Dartmoor uplands from the higher slopes of the village particularly to the southeast. |
| Infrastructure | <ul style="list-style-type: none"> • There is a desire for a facility to allow parking and change to a public mode of transport • Recreational open space to be provided as part of Briar Tor development • There is ongoing discussion in relation to re-opening of the railway from Plymouth to Tavistock • Devon County Council is undertaken an assessment of the A386 |
| Housing | <ul style="list-style-type: none"> • Latest Housing Needs survey notes requirement for 18 affordable homes – 17 of which are one- and two- bed properties. • There is a strong need for older persons affordable homes as well as general needs housing. • Some affordable homes will be delivered outside the National Park at Crapstone Caravan Park which was recently permitted on appeal. • Briar Tor development is complete having delivered 32 homes incl. 11 affordable) |
| Employment | <ul style="list-style-type: none"> • There is a range of small scale employment in the settlement with a significant level of out commuting. |

Table 25 - Yelverton Progress on existing allocations

| | | | |
|-------------|-----------|------|---------------------------------------|
| YEL1 | Briar Tor | 0.95 | Complete 32 homes incl. 11 affordable |
|-------------|-----------|------|---------------------------------------|

11.2 Stakeholder Views

- Queries around the infrastructure capacity in Yelverton, in particular highway capacity but also medical facilities, car parking (around the forecourt), and the fact there is not a school in Yelverton.
- Concerns expressed around highway safety and traffic levels on Meavy Lane and Gratton Lane.
- Clarification that the Leg O' Mutton area is not currently identified for development as the finance needed to facilitate a 'bypass' road for Yelverton would not likely come from public funding, nor is it likely that the scale of development necessary to fund it would be acceptable.
- Views expressed that there is a need to meet the needs of older downsizers in Yelverton (and link with DNPA's statement around the ageing population in the National Park).
- Views also from Meavy Parish on the merits of land at Yelverton which lies within that Parish, to help meet any identified need for Meavy Village.

11.3 Sites Appraisal

Land Availability Assessment

Four sites were submitted through the LAA process, all of which were part of much larger land holdings, and all were considered available and achievable.

Table 26 - Yelverton LAA Findings Summary

| | | |
|-----------|--|---|
| DNP08/033 | Gratton Lane Field south of Meavy Land homes and east of between | The site would appear achievable in principle |
| DNP14/073 | Elfordtown, Meavy Lane | Need to account for trees currently making up the site frontage. |
| DNP14/107 | Gratton Cross (Paddock south of tennis courts) | The site would appear achievable in principle |
| DNP16/064 | Binkham Hill, Dousland Road | Whole site is acceptable through LAA but phasing would be required. |

SEA

The SEA appraisal of LAA sites identified all sites as having largely neutral or positive impacts. As greenfield sites all were considered to have minor negative impact on soils and landscape. The SEA suggested that loss of trees in the Elfordtown site would result in negative heritage and character impacts though subsequent discussions have clarified that access would not require loss of trees.

Potential Allocation Appraisal

Placemaking

The Elfordtown field sits within the settlement, being surrounded by development on two sides and the playing fields to the south, and is very close to town services and transport. The mature trees and hedge along Meavy Lane enclose the field and would soften any visual impact. Discussions with the landowner have confirmed that vehicle access can be achieved through the drive to Elford Cottage without the loss of the bank and trees along the lane. In addition, development on this field could deliver a public footpath inside the hedge providing safer access to the hall and recreation ground.

In terms of landscape sensitivity Binkham Hill/Dousland Road, Elfordtown and Gratton Lane are also somewhat enclosed sites, though there are some distant views to the higher elevation of the southern/south eastern corner of Binkham Hill.

The Binkham field is an elongated of around 340m. The southern portion of the site is within 600m of the village centre and safe pedestrian access can be provided and development of the southern portion of the site, staying within ca 600m of the town centre provides a logical extension to the town. Binkham Hill enables students to access primary school at Walkhampton without adding to congestion in Yelverton village centre.

The disused railway embankment provides visual enclosure to Gratton Lane. Gratton Cross is an open sloping field forming part of a network of larger pastures leading into more open moorland and development at required density would represent a significant intrusion into important landscape and existing townscape.

Infrastructure

Foul drainage for the site at Gratton Cross/Meavy Lane and the Gratton Lane site are likely to require significant connections and pumping. For Binkham Hill/Dousland Road access to foul drainage may require access over third party land.

Pedestrian access would be difficult to achieve for Gratton Lane and Gratton Cross, and vehicle access would create further traffic on Meavy Lane and at the village centre junction. The proposed vehicle access to Meavy Lane east of Oxenpark for the Gratton Cross site is on a bend and visibility would require very significant loss of hedgerow as well as upgrades to the lane itself.

For the Binkham Hill / Dousland Road site a new junction with Dousland Road would be required and safe visibility can be achieved. Pedestrian access would ideally be provided through Binkham hill and in addition provision of a pavement on the east side of Binkham Hill/Dousland Road would need to be provided. Linkages to the wider walking cycling network, including Drakes Trail, should be supported through development in Yelverton.

Elfordtown field development is proximate to existing services with footpath and junction improvements being required.

Delivery

None of the sites put forward appear integral to larger farming or business operation and, with light grazing is the most evidence use, would not render other business unviable. Owner discussions and title searches do not raise any concerns in relation to delivering development which responds to local needs.

11.4 Recommendations

Yelverton does not have a large housing need and there is no overriding requirement to allocate multiple sites. It is considered that it should be explored how any affordable housing need which may be identified in Meavy may potentially be best met within Meavy village itself in the first instance, in line with the settlement strategy.

However, if only one site is allocated in Yelverton it limits the ability to negotiate and ensure policy requirements are achieved. It is recommended that two sites be allocated for a small level of housing that provides for specific local needs with limited market housing to enable delivery of policy requirements. This may also provide a more flexible opportunity to meet the locally identified needs of older downsizers.

| Address | LAA Site Ref. | notes | Allocation? |
|---|---------------|--|---|
| Elfordtown (S of Elford Park) | DNP14/073 | This enclosed site provides a logical extension to the settlement and the site is convenient to public transport and services hub. Delivering safe public footpath linking Elford Park to the Hall (taking pedestrians off Meavy Lane) and recreation facilities will be an important policy objective. | Allocate the site with policy requirement for significant Green Infrastructure including footpath access through the site and an improved junction including, potentially, redesigned access to the recreation ground. |
| Dousland Road / Binkham Hill | DNP16/064 | This site provides a logical extension to the settlement that is on the level to the transport and services. A junction with Dousland Road should be provided as principle vehicle access and pedestrian links should be improved. Pedestrian access through Binkham Hill should also be provided. Allocation should identify part of the site for residential development with remainder of field considered for farming, environmental or community use. | Allocate part of the site with policy requirements to deliver junction with Dousland Road. |
| Gratton Cross (S of tennis courts) | DNP14/107 | The site is enclosed and development would not be visually intrusive, but as the site is set back from the road frontages it is poorly related to the existing settlement and would alter the rural nature of the lane.. Adequate safe pedestrian access will be difficult. | No. Given preferable alternatives this site is not necessary for allocation. |

| | | | |
|---------------------------------|-----------|--|-----|
| Gratton & Meavy Lane | DNP08/033 | Development here enlarges the settlement in a particularly sensitive open location that is visually important. Development would have an unacceptable impact upon landscape character. Servicing this site may be difficult, further impacting upon landscape character, and adequate pedestrian access will be difficult. | No. |
|---------------------------------|-----------|--|-----|

12 Allocation / Capacity Summary

The selection and details of allocations will be determined through the local plan process and will be refined through formal consultations and ongoing technical assessments. As noted previously, within the National Park allocations for development are not based on demand-driven numbers but rather based on local needs and objectives.

Given site topography, landscape sensitivity, and local requirements (e.g. areas with a stronger need for smaller homes for older downsizers) there is no simple formula for estimating housing delivery from small sites. However it is useful to consider the scale of potential development from the allocations recommendations. The following table summarises a potential, indicative residential yield for sites identified for potential allocation of being on the order of 450 dwellings.

Table 27 - Proposed Development Allocation Capacity

| | LP Proposed Policy | Allocation | site size | Indicative num dwellings |
|---------------------------------------|--------------------------|-------------|-----------|-----------------------------|
| Ashburton | | | | |
| Land at Longstone Cross | 7.3 | Residential | 1.68 | 40 |
| Land at Chuley Road | 7.4 | Mixed | 3.54 | 20 |
| Buckfastleigh/Buckfast | | | | |
| Land at Barn Park (Wallafor Rd) | 7.5 | Residential | 0.76 | 26 |
| Land at Holne road | 7.6 | Residential | 1.73 | 28 |
| Land at Axminster Carpets | 7.21 | Mixed | 4.29 | 40* |
| Chagford | | | | |
| Land at Lamb Park | 7.7 | Residential | 1.29 | 36 |
| Land at Crannaforde | 7.8 | Employment | 1.57 | n/a |
| Horrabridge | | | | |
| Land at New Park | 7.9 | Residential | 1.31 | 35 |
| Land in Mary Tavy | 7.23 | Mixed | .51 | 19 |
| Moretonhampstead | | | | |
| Land at Betton Way | 7.10 | Residential | 0.53 | 18 |
| Land at Forder Farm | 7.11 | Residential | 0.73 | 25 |
| Land at Thompsons | 7.12 | Residential | .94 | 26 |
| Princetown | | | | |
| Windfall and Infill (no allocation) | | Residential | | 15-20 |
| South Brent | | | | |
| Land West of Palstone Lane (a, north) | 7.14 | Residential | 0.44 | 15 |
| Land West of Palstone Lane (b, south) | 7.15 | Residential | 1.27 | 34 |
| Land South of Fairfield (Phase 2) | 7.16 | Residential | 1.03 | 36 |
| Yelverton | | | | |
| Land at Elfordtown Farm | 7.18 | Residential | 2.04 | 40 |
| Land at Binkham Hill | 7.19 | Residential | 1.57 | 41 |

*plus mixed-use including C2 residential care housing

13 Issues for Allocations

Development in all allocations will be subject to the full suite of local and national policies covering topics such as design, sustainable drainage etc. The following table outlines specific requirements for consideration in allocation policies and site delivery. Proposed Local Plan allocation policy numbers have been added for convenience.

Requirements and issues identified will be set out in more detail in Site Briefs and Planning Advice, to be published by the National Park Authority, to set out policy requirements and expectations for each site.

Ashburton

(Proposal 7.3) Longstone Cross

- Affordable Housing
 - Evidence to inform an appropriate assessment (Habitats Regulations) in order to establish that development of this site will have no adverse impact on the South Hams Special Area of Conservation. Evidence to include bat surveys.
 - Ensure physical and visual connection through along the edge of the existing settlement
 - Layout, lighting etc. to consider specific Greater Horseshoe Bat mitigation
- Drainage details must consider implications of critical drainage area.

(Proposal 7.4) Chuley Road Regeneration Area

- Mix of uses delivering coordinated redevelopment.
- Affordable housing for local needs.
- Requires evidence to inform an appropriate assessment (Habitats Regulations) in order to establish that development of this site will have no adverse impact on the South Hams Special Area of Conservation. Evidence to include bat surveys.
- Requires a Flood Risk Assessment which includes consideration of climate change, and demonstrates that any development will be safe, not increase flood risk elsewhere, and where possible reduces flood risk overall;
- Conserve and enhance the site's railway heritage enhance pedestrian links to and through the site and make provision for cycling and connections to potential cycle networks in the immediate area
- conserve and enhance wildlife habitats and biodiversity; applications to help delivery multifunctional green infrastructure

Buckfastleigh/Buckfast

(Proposal 7.5) Barn Park adj Wallaford

- affordable housing to meet identified local needs
- Requires evidence to inform an appropriate assessment (Habitats Regulations) in order to establish that development of this site will have no adverse impact on the South Hams Special Area of Conservation. Evidence to include bat surveys.
- Special attention to on-site attenuation and downstream impacts on critical drainage area

(Proposal 7.6) Holne Road

- affordable housing to meet identified local needs
- Requires evidence to inform an appropriate assessment (Habitats Regulations) in order to establish that development of this site will have no adverse impact on the South Hams Special Area of Conservation. Evidence to include bat surveys.
- include an area of recreational open space for community use.
- Special attention to on-site attenuation and downstream impacts on critical drainage area
- Proposal should include extending the footway to the existing pavement on Holne Road

(Proposal 7.21) Axminster Carpets Spinning Mill

- mixed use redevelopment to provide around 40 homes, commercial and business use (B1), , services and food/drink, assembly and leisure use (D2), and homes for elderly/residential care (C2) including affordable older persons provision.
- Requires evidence to inform an appropriate assessment (Habitats Regulations) in order to establish that development of this site will have no adverse impact on the South Hams Special Area of Conservation. Evidence to include bat surveys.
- identify and deliver opportunities to improve pedestrian and cycle access through the area;
- respect and conserve the setting of the scheduled monument and listed structures at Buckfast Abbey; programme of archaeological and heritage survey, conservation and interpretation.
- Requires a Flood Risk Assessment which includes consideration of climate change, and demonstrates that any development will be safe, not increase flood risk elsewhere, and where possible reduces flood risk overall;

Chagford

(Proposal 7.7) Lamb Park (CLT)

- housing for local needs including custom/self build and community-led affordable housing
- an area of recreational / open space for community use.

(Proposal 7.8) Cattle Market, Crannafords Bridge

- for business and employment uses (mixed B-class development)
- improved junction with the B3206;
- improved pedestrian and cycle access from the site to town.
- Significant landscaping works

Horrabridge**(Proposal 7.9) New Park**

- affordable housing to meet identified local needs Requires a Flood Risk Assessment which includes consideration of climate change, and demonstrates that any development will be safe, not increase flood risk elsewhere, and where possible reduces flood risk overall;
- Ground conditions survey and assessment of mining and ground stability
- appropriate on or off-site contribution towards local sports and play provision with public open space / green infrastructure on site for biodiversity enhancements.

Mary Tavy**(Proposal 7.23) Land in Mary Tavy – redevelopment site**

- affordable housing to meet identified local needs
- parking provision taking wider needs into account
- road safety improvements and walking/cycling provision

Moretonhampstead**(Proposal 7.10) Betton Way (Bradford Meadow)**

- affordable housing to meet identified local needs
- tenure mix to include self/custom build homes
- ensure access to adjoining fields is retained

(Proposal 7.11) Forder Farm East of Betton Way

- affordable housing to meet identified local needs
- pedestrian linkages through the site and to footpaths/pavements to the east and west

(Proposal 7.12) Thompson's Yard Station Rd

- affordable housing to meet identified local needs
- Requires a Flood Risk Assessment which includes consideration of climate change, and demonstrates that any development will be safe, not increase flood risk elsewhere, and where possible reduces flood risk overall;
- conserve and enhance the site's railway heritage, sensitively incorporating the goods shed and platform;
- allow for the provision of a link to the Wray Valley Trail

South Brent

(Proposal 7.14) West of Palstone Lane (site A, north) (CLT)

- community-led housing including affordable homes
- Requires evidence to inform an appropriate assessment (Habitats Regulations) in order to establish that development of this site will have no adverse impact on the South Hams Special Area of Conservation. Evidence to include bat surveys.
- connectivity to pedestrian/footpath network and likely to require upgrades to the lane; and road improvements to consider the stone buttresses and Primrose Line heritage
- layout and details must compliment and provide connections to adjoining area

(Proposal 7.15) West of Palstone Lane (site B, south)

- Affordable housing to meet identified local needs
- Requires evidence to inform an appropriate assessment (Habitats Regulations) in order to establish that development of this site will have no adverse impact on the South Hams Special Area of Conservation. Evidence to include bat surveys.
- layout and details must compliment and provide connections to adjoining area

(Proposal 7.16) South of Fairfield

- affordable housing to meet identified local needs
- Requires evidence to inform an appropriate assessment (Habitats Regulations) in order to establish that development of this site will have no adverse impact on the South Hams Special Area of Conservation. Evidence to include bat surveys.
- public footpath connectivity

Yelverton

(Proposal 7.18) Elfordtown (S of Elford Park)

- Affordable Housing to meet identified local needs
- public footpath linking Elford Park to the Hall and recreation facilities;
- landscape and access scheme to minimise the loss of trees and protects the amenity of neighbouring residents

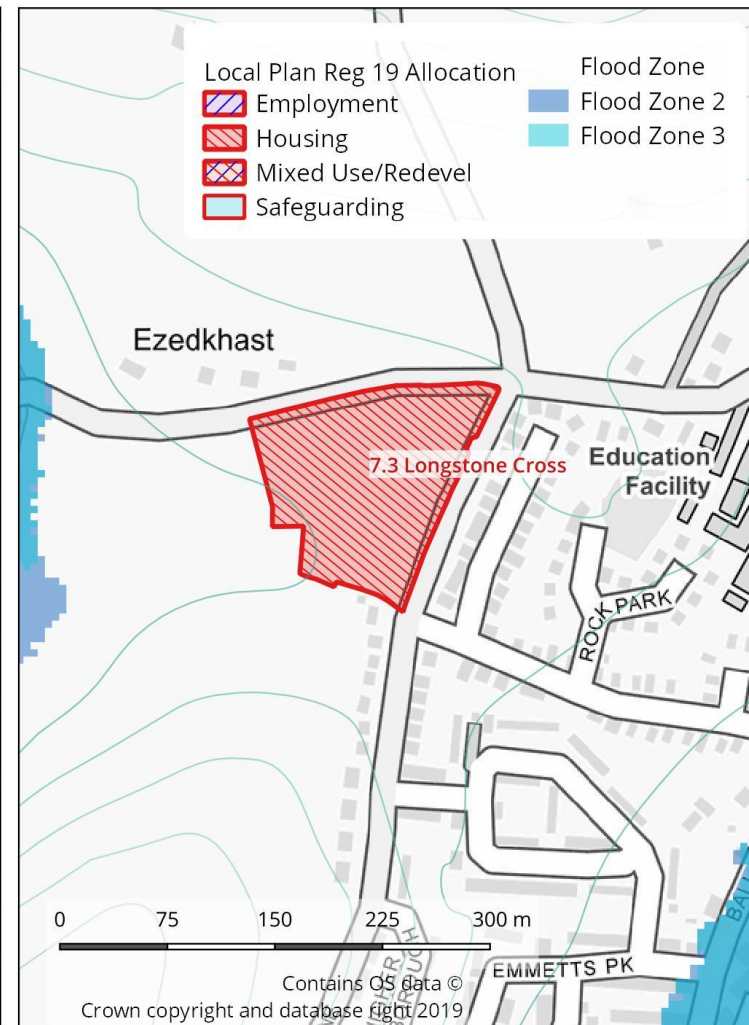
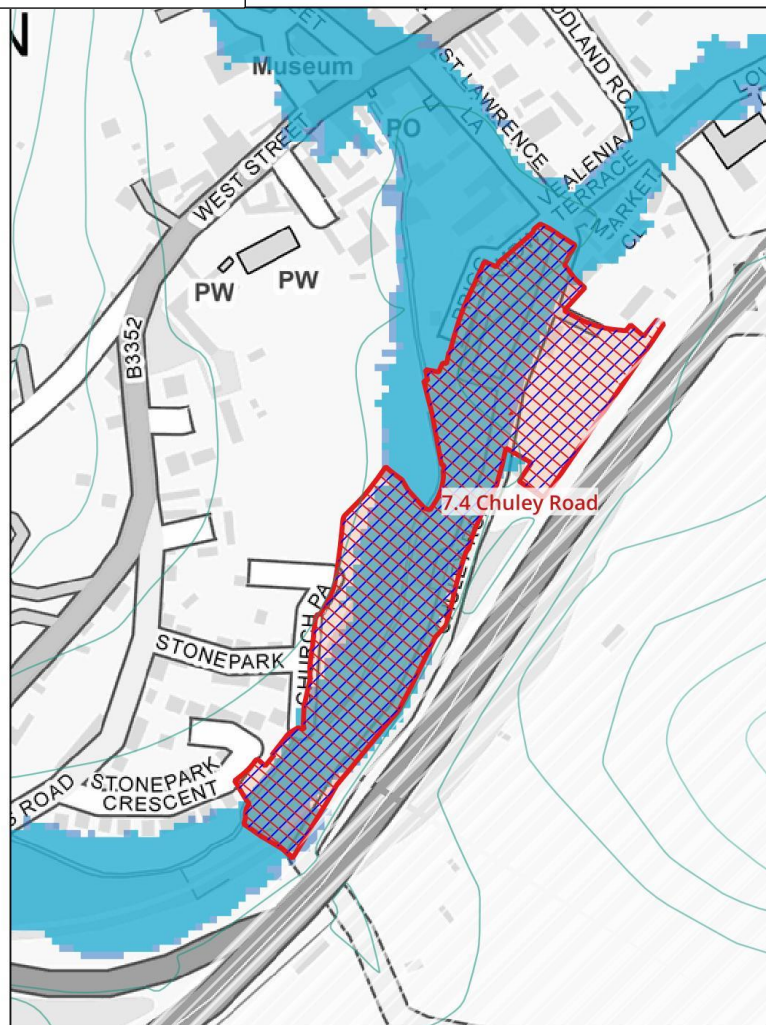
(Proposal 7.19) Binkham Hill, Dousland Road

- Affordable Housing to meet identified local needs
- delivery of appropriate highway improvements to access Plymouth Road.
- provide improved pedestrian and cycle access and linkages to the wider footway network including access to possible extensions to Drakes Trail
- landscaping to minimise visual impact particularly in the south/south-east of the site; consider lower density to soften the urban edge of Yelverton as currently viewed

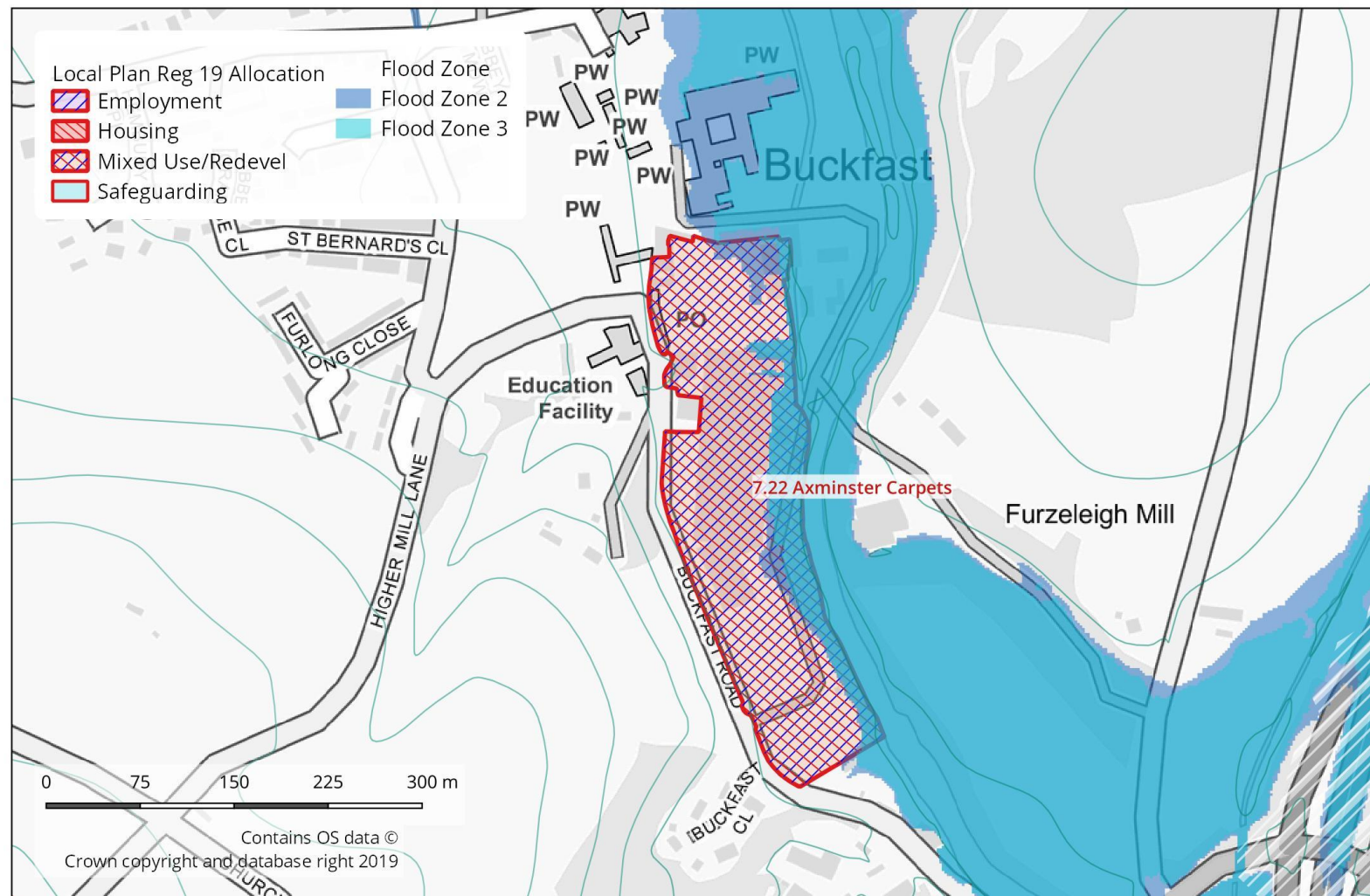
14 Allocation Area Maps Overview

The following site maps are included as an illustration of evidence review recommendations and are for reference only. These are NOT allocation or policy maps, and the National Park Authorities' official Local Plan documents should be referred to.

Ashburton

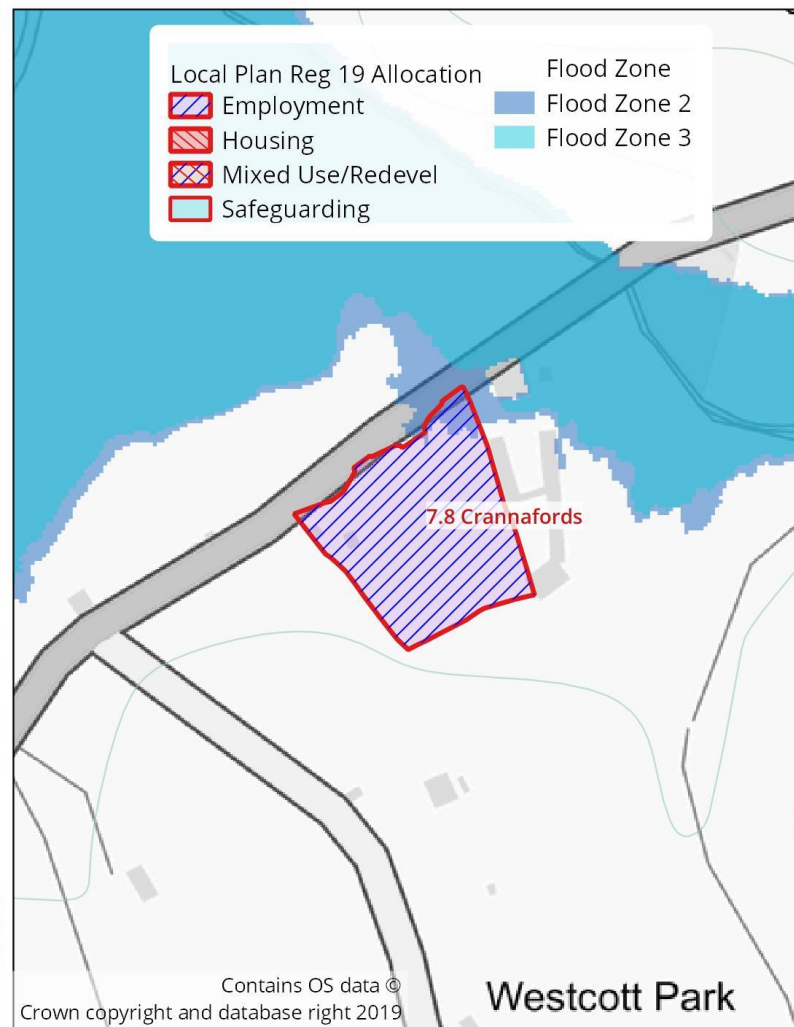


Buckfast

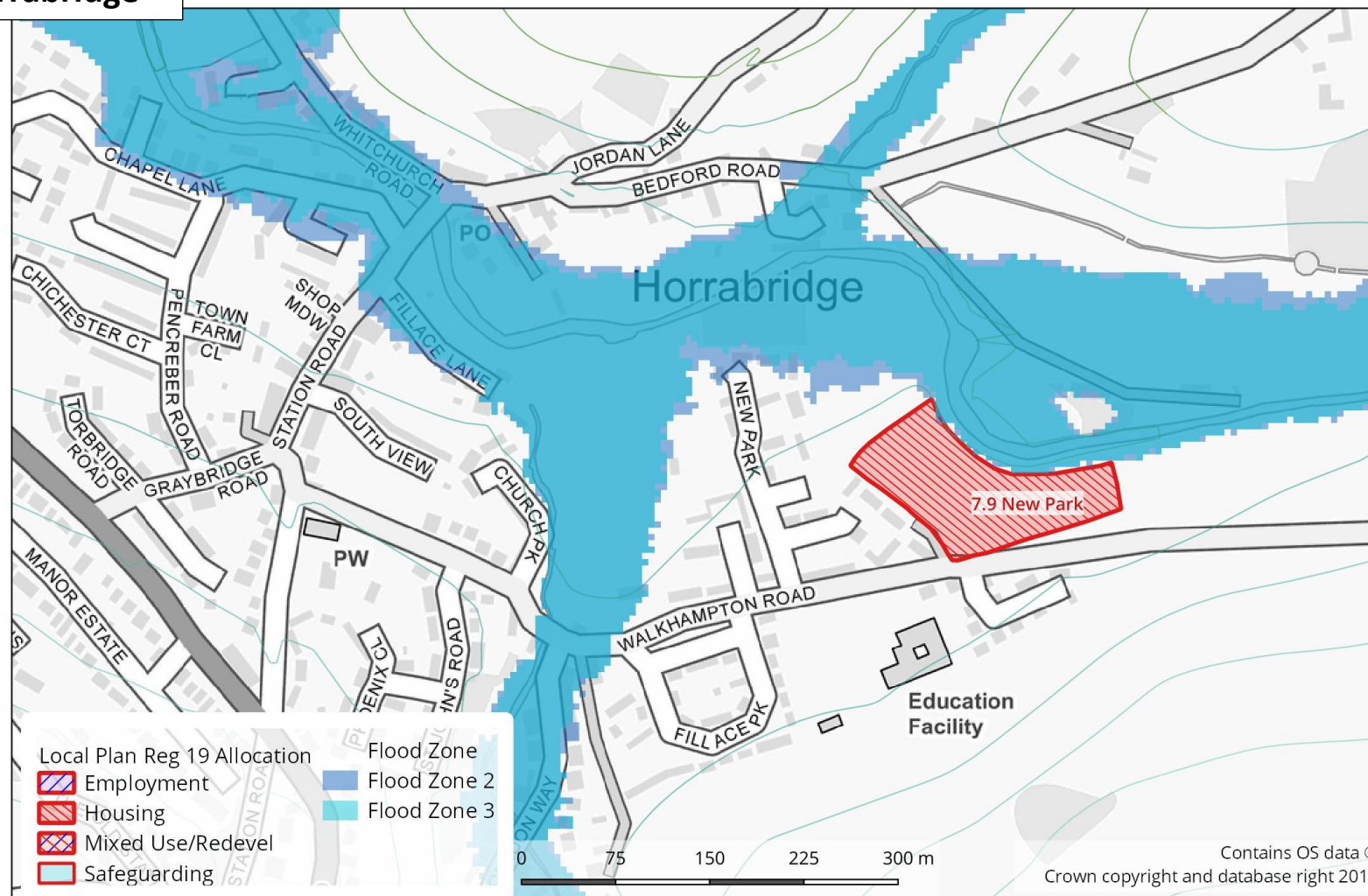




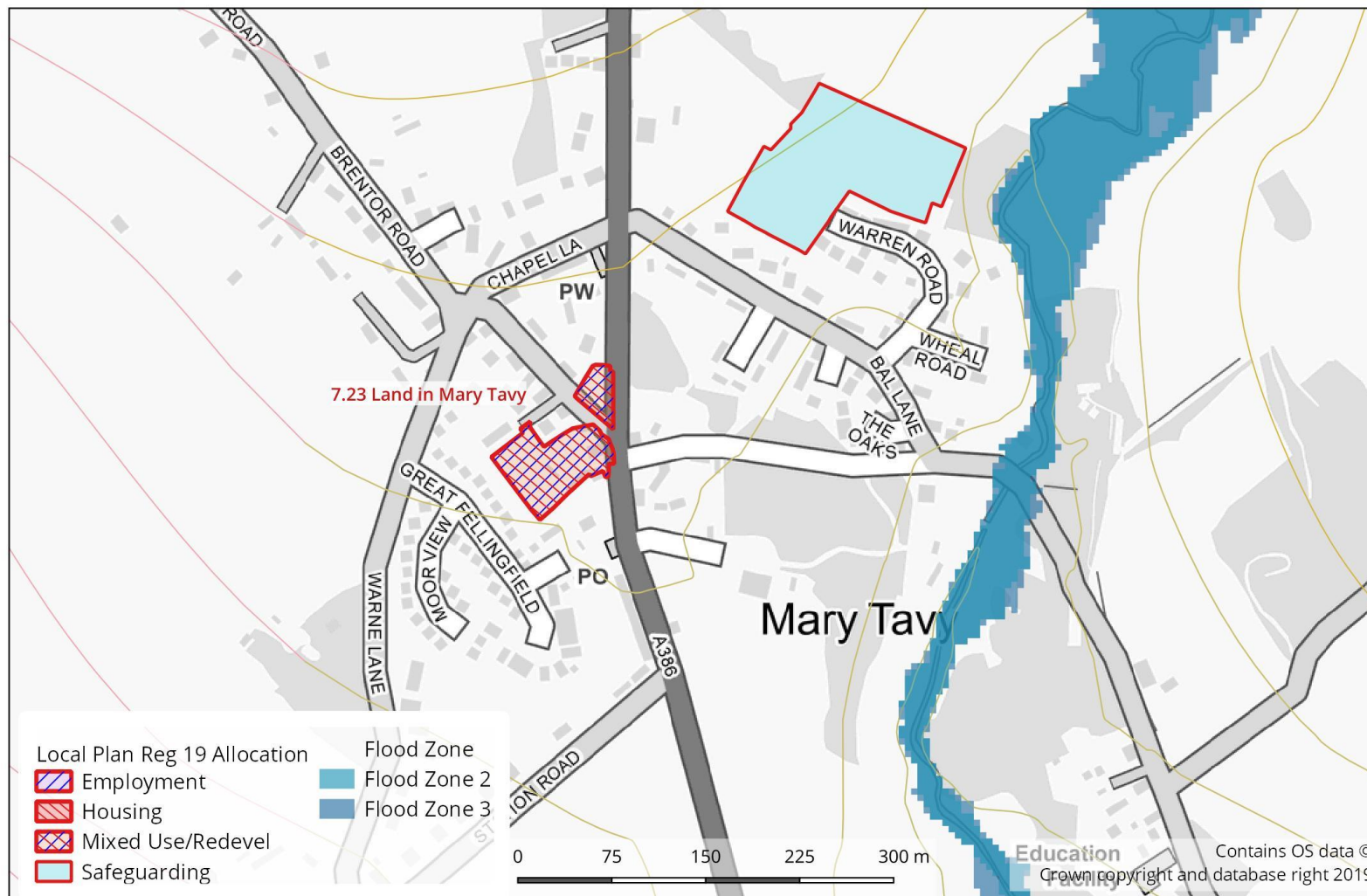
Chagford



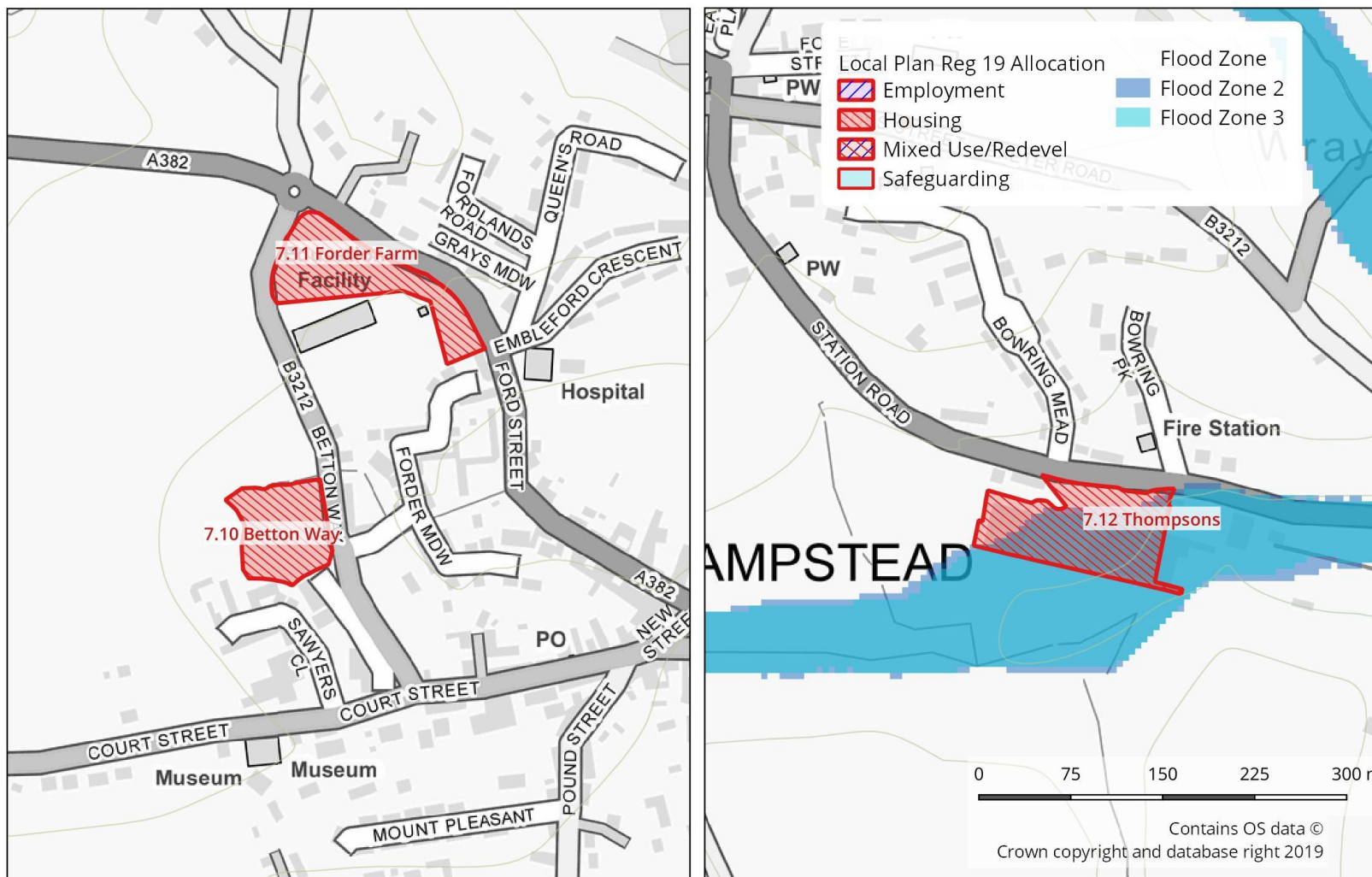
Horrabridge



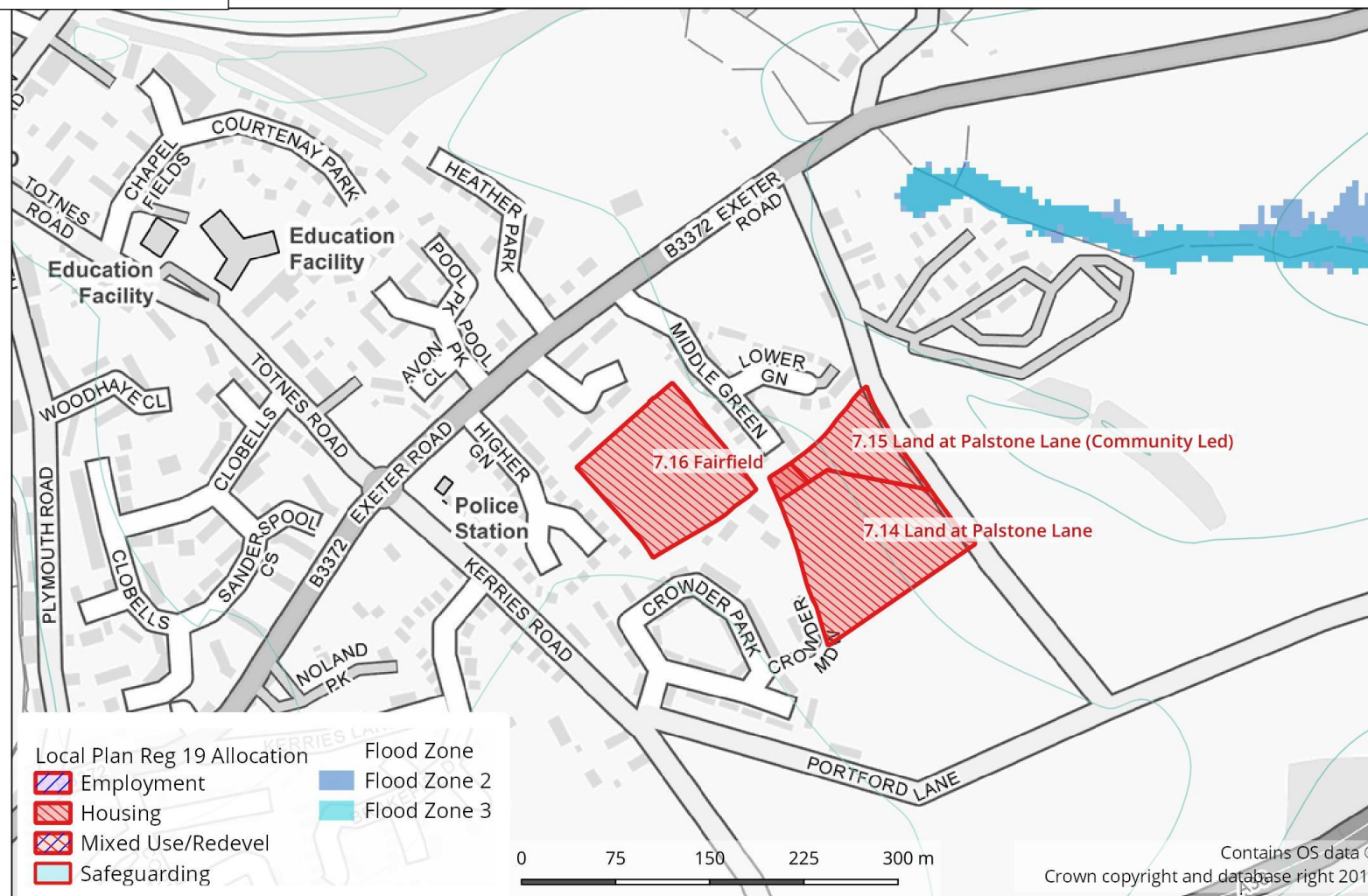
Mary Tavy



Moretonhampstead



South Brent



Yelverton

