



## Planning Deliverability Statement

### Land West of Glebelands, Oaklands, Buckfastleigh

#### **Erection of circa 51 dwellings (including 45% affordable houses responding to local housing need) and associated public open space, accesses and landscaping**

This letter is to confirm that the site referred to as Oaklands – West of Glebelands (DNP08/009) in the Dartmoor Local Plan process is available and deliverable immediately for circa 51 dwellings, 23 of which would be affordable homes.

The Park Authority will be aware that a process of site evaluation took place for this land in detail by the landowner and developer around 3 years ago for the preparation of a planning application. Early discussions with Park officers indicated that the site would be premature and that they were encouraging the delivery of the Holne Road and Barn Park allocations first.

After scrutinising these alternatives, the developer and landowner were sceptical about the viability of the other sites on a number of levels which was reflected in the fact that the allocations had not been delivered in the Plan period, in particular their ability to deliver the critical affordable housing numbers on which they were justified in the first place.

However, they were happy to allow the planning process take its course so the Park Authority could analyse what housing the other two sites might deliver.

The West of Glebelands proposal has been held in abeyance whilst the Park processed those applications.

The West of Glebelands site is the clear frontrunner for addressing housing need in Buckfastleigh and the National Park with Park Policy Officers stating on Page 28 of the Site Allocation Topic Paper that ***‘there is some merit in allocation of this area. Policy requirements for parking and permeability and retention of a northern area to reinforce dart corridor/Bat Flyway.’*** It was only because Holne Road and Barn Park appeared to meet local housing need in the eyes of the Park that the land West of Glebelands was not allocated in the submission draft of the Plan.

Local housing need is now proven not to be met by these previously allocated sites.

To reiterate, the land West of Glebelands is immediately deliverable for housing development and the Park are already in receipt of detailed ecology reports ensuring habitat uplift and protection of the SAC, a LVIA, Transport Report, Landscape Strategy and schematic and fully developed housing Layout Designs by ALA.

Heads of Terms of the legal agreement were also provided demonstrating that all financial factors had been accounted for when suggesting a 45% affordable housing offer.

The key positive elements of the land West of Glebelands are:

- 2.5 hectares of greenfield and brownfield land
- Safe two lane carriageway public highway access plus lit foot-way from Glebelands (the road was purpose built for future development on this land)
- The possibility of using the Silver Street access route for small numbers of dwellings (but not essential)
- Street lit and safe pedestrian foot-way access to the site needing no improvement
- A possible on site car parking offer to the residents of Glebelands (albeit Glebelands has plentiful off street parking already at most houses)
- The land is ready-serviced for SWW sewers and water supply, gas and electricity
- There are no ransom strips preventing site delivery
- Development can be SAC compliant and provide biodiversity uplift
- The 45% affordable housing offer can be met due to low infrastructure costs compared to the other sites tabled
- The site is free draining and a SUDS design is shown to be viable on the submitted plans
- SWW have confirmed foul drainage and treatment capacity
- The site is proposed to provide improved playspace on site
- A community woodland offer on site is being made
- A responsive housing and tenure mix can be adapted to identified or changing local housing needs
- The site is a logical (and seamless) extension to the town, within easy walking distance of all amenities including the town centre and school
- The site is not prominent and has a low landscape impact as shown in the LVIA

There are no alternative sites that can compare to the positive planning credentials of the land to the West of Glebelands. It offers flexibility in housing supply whilst providing multiple planning benefits to the town, community and wider environment.

These proposals have been publicly exhibited and consulted on at a community consultation event in Buckfastleigh in December 2018. Many of the recommendations and comments from that event have been incorporated in the subsequent designs, for example the minimisation of traffic using Silver Street, even though it was assessed as acceptable in highway safety terms by the transport consultants.

The proposals are sustainable development that accord with the other suggested policies in the Local Plan and the NPPF and provide measurable enhancements to the economy, social structure and environment of Buckfastleigh and its environs, including the wider National Park.

RB  
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