West Devon Borough Council

Appendix IV: Sustainability Appraisal of Settlements for Minimum Planned Requirements

February 2015
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1. Introduction

a) What is a Sustainability Appraisal?

1.1 Sustainability Appraisal (SA) is the process used to assess the environmental, economic and social impacts of a proposal or policy within a plan. The SA ensures that plans are sustainable and that any negative effects identified can be appropriately overcome.

1.2 The purpose of the SA is to ‘test’ potential options to see whether they would have positive or negative effects when assessed against a set of objectives. These objectives include protecting and conserving the local environment, ensuring good access to local services (such as schools, or healthcare facilities), minimising flood risk, encouraging economic growth and improving the general health and wellbeing of people living in the area. All of the objectives and the type of criteria we consider are set out in Appendix A.

1.3 A full SA is currently being prepared to assess the whole of Our Plan and will be made available alongside the Publication Version of Our Plan in February 2015. This report forms an addendum to the full SA.

1.4 This SA helps us to understand the effects of proposed minimum planned requirements on individual settlements and has been informed by evidence collected in the Land Availability Assessment, settlement profiling, workshops with town and parish councils and consultation with the community.

b) Can I comment on this SA?

1.5 Comments are invited between 26th February and 13th April on the content of this SA Addendum.

1.6 Please send us your comments:
   - By email to strategic.planning@westdevon.gov.uk
   - By using the Response Form available at www.westdevon.gov.uk/consultation
   - By writing to The Strategic Planning Team, West Devon Borough Council, Kilworthy Park, Tavistock, PL19 0BZ

1.7 Please note that all comments received will be made publicly available. We will not publish any personal information.
c) What is covered in this Sustainability Appraisal?

1.8 Evidence gathered in relation to future housing requirements has identified a need to plan for additional housing in West Devon to meet needs up until 2031. During the preparation of Our Plan, options were proposed and consulted on as to how this additional housing requirement could be met. Ward Members were asked to consider these at a Single Topic Discussion, Town and Parish Councils were invited to discuss these at Town and Parish Council Workshops and the wider community and key stakeholders were consulted as part of an informal consultation between 1st December 2014 and 5th January 2015. These options were as follows:

Table 1 - Proposed Minimum Planned Requirements for Discussion - Nov/Dec 2015

<table>
<thead>
<tr>
<th>Settlement</th>
<th>1–5 yrs</th>
<th>6-10 yrs</th>
<th>11+ yrs</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Okehampton (and Hamlets)</td>
<td>462</td>
<td>430</td>
<td>280</td>
<td>1422</td>
</tr>
<tr>
<td>Tavistock</td>
<td>145</td>
<td>335</td>
<td>335</td>
<td>1015</td>
</tr>
<tr>
<td>Bere Alston</td>
<td>36</td>
<td>-</td>
<td>-</td>
<td>96</td>
</tr>
<tr>
<td>Hatherleigh</td>
<td>112</td>
<td>-</td>
<td>-</td>
<td>162</td>
</tr>
<tr>
<td>Lifton</td>
<td>11</td>
<td>-</td>
<td>-</td>
<td>111</td>
</tr>
<tr>
<td>North Tawton</td>
<td>87</td>
<td>-</td>
<td>-</td>
<td>147</td>
</tr>
<tr>
<td>Bridestowe</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>33</td>
</tr>
<tr>
<td>Crapstone and Buckland Monachorum</td>
<td>4</td>
<td>-</td>
<td>-</td>
<td>24</td>
</tr>
<tr>
<td>Exbourne</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>21</td>
</tr>
<tr>
<td>Highampton</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>32</td>
</tr>
<tr>
<td>Lamerton</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>33</td>
</tr>
<tr>
<td>Lewdown</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>43</td>
</tr>
</tbody>
</table>

*Existing Commitments*

**Minimum Planned Requirements**
1.9 This SA considers these proposed minimum planned requirements for the Main Towns, Local Centres and Main Villages within individual settlement appraisals and makes recommendations where necessary about the suitability and sustainability of each proposal.

1.10 The work carried out to date in preparing Our Plan has identified a housing target of 4320 homes over the plan period (2011-2031). Many of these homes are already committed through existing planning permissions, units under construction and allocated sites. However, there is a shortfall of 807 homes which need to be accommodated in the Borough through new allocations. The minimum planned requirements set out in the table above exceeds this shortfall and as such there is an opportunity for proposed minimum planned requirements to be amended as necessary in response to feedback received during the December consultation and the recommendations made in this Sustainability Appraisal.

---

<table>
<thead>
<tr>
<th>Settlement</th>
<th>No.</th>
<th>Under Construction</th>
<th>Planned + Existing</th>
<th>New Allocated</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Milton Abbot</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>Northlew</td>
<td>4</td>
<td>-</td>
<td>-</td>
<td>30</td>
<td>34</td>
</tr>
<tr>
<td>Spreyton</td>
<td>4</td>
<td>-</td>
<td>-</td>
<td>30</td>
<td>34</td>
</tr>
<tr>
<td>Elsewhere</td>
<td>28</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>28</td>
</tr>
<tr>
<td><strong>SUB TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>2286</strong></td>
<td><strong>970</strong></td>
</tr>
<tr>
<td>Windfall allowance</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>960</td>
</tr>
<tr>
<td>Completions since 2011</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>267</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td>-</td>
<td><strong>4483</strong></td>
</tr>
</tbody>
</table>

*Includes sites with planning permission, under construction and existing allocations to be carried forward in Our Plan.

** New allocations to be made in Our Plan, a future Allocations DPD or Neighbourhood Development Plans (NDP)

*** This comprises 100 units as an additional requirement to that which is already planned and a redistribution of part of the existing allocation
2. How to read this document

a) What information is included within each settlement appraisal?

This document presents each option in turn in the following format:

Settlement Appraisal Commentary

This section provides commentary about the main constraints and opportunities within each settlement, including details about potential effects on accessibility, health and wellbeing, economic growth, health and wellbeing, landscape and environment.

Sustainability Appraisal Scoring Objectives

<table>
<thead>
<tr>
<th>Option</th>
<th>Sustainability Appraisal Objectives (see Appendix 1)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Our Communities</td>
</tr>
<tr>
<td></td>
<td>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16</td>
</tr>
<tr>
<td>Example</td>
<td>++ + - ? 0 ++ ++ ? -- ? 0 - + + ++ -</td>
</tr>
</tbody>
</table>

Score | Significance
----- | --------------------------------------------------
++ | Potential major positive effects to achievement of the SA objective
+ | Potential minor positive effects to achievement of the SA objective
0 | No effect (either positive or negative) to achievement of the SA objective
- | Potential minor negative effect to achievement of the SA objective
-- | Potential major negative effect to achievement of the SA objective
? | Impact on the SA objective is uncertain
Conclusion
This section provides a summary of the information gathered and how well the proposed minimum planned requirement has scored against the SA Scoring Objectives. Where necessary, the conclusion identifies appropriate mitigation steps that could be managed to reduce or overcome any negative effects which have been identified.

Settlement Maps are provided in Appendix B for all Local Centres and Main Villages

The settlement maps will show the key services and facilities within each settlement.
3. Settlement Appraisal

a) Okehampton and Okehampton Hamlets

The proposed minimum planned requirement for Okehampton in the December 2014 consultation was for a minimum planned requirement of 250 homes. This includes the redistribution of Parcel 4 from the existing SP22A allocation for 150 homes and an additional requirement for 100 homes. Together with existing commitments and the remainder of the existing allocation at SP22A and SP22B, there is a total planned supply of 1422 homes to be delivered over the plan period.

Settlement Appraisal Commentary

<table>
<thead>
<tr>
<th>SA Theme</th>
<th>Commentary</th>
</tr>
</thead>
</table>
| Our Communities| • Okehampton is the second largest market town in West Devon. Situated in the north of the Borough, the town is home to around 7,600 people (Patient and Practitioner Services Agency 2012) as well as being an important service centre for many of its surrounding rural communities.  
  • The town has a good range of service provision including primary, secondary and adult education, doctors surgeries, a community hospital, supermarkets, town centre shops, garden/DIY store and a range of employers. In this respect, the town is considered to be one of West Devon’s most ‘sustainable’ settlements. The provision of additional development in the town will locate homes near to job opportunities, promote the retention and development of local services and support a sustainable mix of uses which are compatible to their existing surroundings.  
  • Okehampton has experienced relatively high levels of development over the past ten years and the further planned supply of 1422 homes which are not yet implemented will continue to expand the town. Between 2001 and 2011, Okehampton has seen an increase in the number of houses of c. 28% and a corresponding increase in population of c. 25%. Over the lifetime of the plan, the town is expected to see an additional 39% growth in the number of homes from the 2011 base rate of 3615 homes in the Okehampton and Okehampton Hamlets parishes. The rate of development and the physical expansion of the town could have some negative effects if not designed and managed sensitively and phased over an appropriate period of time. An extensive masterplanning exercise has already been undertaken which demonstrates how local distinctiveness and sense of place can be maintained and strengthened through new development. However, the masterplanning exercise has also recognised that there are a number of constraints which will affect opportunities for more development to respect, maintain and strengthen local distinctiveness and sense of place.  
  • The proposal suggests an additional 100 homes to those which is already committed through the existing adopted plan (the Core Strategy). It also proposes that 750 of the existing allocation are carried forward into Our Plan and that 150 are redistributed from part of the existing allocation to an alternative site(s) in the town.  
  • Although the town is well supported by facilities, additional development is placing pressures on the existing infrastructure,
in particular the local road network. The different parts of the town meet at the key town centre junction of West Street, Market Street, Fore Street and George Street. This historic road arrangement is under increasing pressure as the town continues to grow, particularly as the town’s only primary school and three supermarkets are all accessed by this junction. Without intervention, development will continue to add to the traffic problems in this area and it is therefore critical to the future sustainable growth of the town that identified infrastructure requirements are delivered alongside new residential development in the town. There are three key elements to this, which comprise of the construction of a second primary school in the east of the town, a link road between Exeter and Crediton Road and the implementation of a town centre access road. These are critical to ensuring the continued adequate and accessible provision of services and facilities and relevant criteria should be included within any site specific policies set out in Our Plan or any future Allocations DPD or Neighbourhood Development Plan.

| Our Homes        | • The proposal does not set out specific requirements in relation to types of housing, However, an additional 1422 homes in the town will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
|                 | • The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in the Okehampton area and address some of this need. |

| Our Economy      | • Okehampton benefits from being very well located for easy access to the A30 strategic road network, connecting the town with the city of Exeter and the M5. Its location enables good opportunities for business and commercial development, as well as tourism, and the town can usefully promote itself in this way. Plans to introduce regular passenger services to the town’s rail network and open a new station in the east of the town will further boost the attractiveness of the town for visitors and inward investment. The proposal makes provision for the existing commitment of 900 homes to be carried forward into Our Plan (albeit that the alternative sites for part of the development will need to be identified) along with a further 100 homes and this will help to provide an available local workforce to support opportunities for new employment growth in the town. |

| Our Wellbeing    | • The town has a number of open spaces, sports facilities, a leisure centre and parkland. These provide excellent opportunities for encouraging healthy lifestyles, social interaction and the wellbeing of the community. The existing allocation in the east of the town where approximately 750 new homes will be located will be supported by integrated footpaths and links to the town centre, as well as on site open spaces. Opportunities for the health and wellbeing of the local community to be supported and improved will need to be considered as part of the site allocations process when planning for the provision of the additional 250 homes in the town.  
|                 | • The town benefits from accessible and regular bus services. There is also potential for the implementation of passenger railway services between the town and Exeter alongside a new station in the east of the town. The location of the existing allocations in Okehampton will promote the need for sustainable transport options and make the best use of existing transport infrastructure, whilst also reducing the need to travel, especially by car. |

| Our Nature       | • Okehampton is situated on the northern boundary of the Dartmoor National Park. Views into and from the Park are visible |
from many parts of the town and there are particular locations which are more sensitive to development than others. It will be important that any site specific policies reference the potential impact on the Park and include relevant clauses to retain existing hedgerow and tree boundaries, ensure a high quality development and undertake appropriate landscaping and buffering to mitigate for any impact.

- There is a County Wildlife Site and a number of Unconfirmed Wildlife Sites surrounding the town, particularly in the west of Okehampton. Housing developments can have an adverse impact on adjacent wildlife sites due to disturbance and wildlife being killed by domestic pets.
- There are no known water quality issues in the area.

Our Resources

- By locating this level of development in Okehampton, a significant proportion of new growth is being directed to what we consider to be one of our most ‘sustainable’ settlements in the Borough. The location supports a reduction in greenhouse gas emissions by seeking to reduce use of the private car whilst the proposal to not increase the amount of development to that which is already planned will help to limit the amount of development in more sensitive landscapes and environments which are more vulnerable to climate change and flooding.
- There are limited opportunities for the redevelopment of brownfield sites. Some potential options have been identified through the Land Availability Assessment and should be explored as part of any future site selection process undertaken as part of an Allocations DPD or Neighbourhood Plan. However, it is accepted that the majority of the planned growth, including the proposed minimum planned requirement of 250 homes will need to be accommodated on Greenfield sites.
- The agricultural classification of land in and surrounding Okehampton is comprised of Grade 3 (good/moderate) and Grade 4 (poor).
- There is a Mineral Consultation Zone in the north-east of the town, surrounding Knowle Quarry which is operational. Development in this area could constrain working of the existing quarry (whose output is more significant following closure of Meldon) and would prevent potential future expansion of the quarry. There are also likely to be noise issues arising from close proximity to the quarry. Relevant assessments will be required if development is proposed in this area.
- There are no designated Air Quality Management Areas in Okehampton but there are air quality management issues along Market Street and further development could increase issues in this area as a result of an increased number of vehicles using this route to access the town centre supermarkets and primary school. There are planned schemes to mitigate this, including the construction of a second primary school in the east of the town and the implementation of a town centre access road.

Our Heritage

- The majority of the present day town centre lies between the west and east Okement rivers. The town centre architecture in particular displays features of Georgian, Edwardian and Victorian eras, creating an attractive and interesting historic core. New development has the opportunity to protect and enhance the cultural and historic environment but it will be important that any site specific policies reference the potential impact on the designated heritage assets and include relevant clauses to require the incorporation of design principles consistent with the Council’s guidance on materials, density, layout and landscaping to reflect the character of development in the surrounding area.
- There are Scheduled Ancient Monuments in the north-east and south of the town. There is also a Listed Park (Simmons...
Park) in the centre of the town. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.

<table>
<thead>
<tr>
<th>Option</th>
<th>Sustainability Appraisal Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Our Communities</td>
</tr>
<tr>
<td>Okehampton and Okehampton Hamlets</td>
<td>++</td>
</tr>
</tbody>
</table>

**Conclusion**

Okehampton is an important settlement within West Devon. Alongside Tavistock, it provides services, facilities and employment opportunities which support a significant proportion of the local population. Because of the facilities it provides and its location both near to the A30 and as a gateway destination to Dartmoor, it is both a sustainable and attractive place to live. The proposal for additional development in the town therefore performs well against the Our Homes, Our Economy, Our Wellbeing and some of the Our Communities objectives.

However, the SA, Land Availability Assessment, Infrastructure Delivery Plan and other supporting evidence highlights constraints in the town which affect the ability of Okehampton accommodate development. In particular, the road network through the centre of the town is operating near to capacity and it is important that the planned improvements are made before additional development to that already proposed in the Core Strategy is considered. It is also important that the new primary school in the east of the town is established to ensure there is sufficient primary education capacity in the town to accommodate an increase in development.

The Land Availability Assessment has also highlighted various constraints in relation to the availability of land in and around the town for new development. Whilst it is possible to accommodate some additional growth, there could be potential negative impacts on protected landscapes (such as the Dartmoor National Park) as a result of redistributing part of the existing allocation and proposing additional development.
Based on the assessment undertaken, it is recommended that further consideration is given to the quantity of development which can be accommodated within the town given its infrastructure and environmental constraints. As noted in the SA, the town has seen high levels of growth in previous years and existing commitments even without the proposed new minimum planned requirements will continue to expand the town quite significantly. The planned infrastructure improvements are critical to ensuring the sustainable growth of the town and should continue to be pursued as part of any existing or future developments in the town.
b) Tavistock

The proposed minimum planned requirement for Tavistock in the December 2014 consultation was for a minimum planned requirement of 200 homes. Together with existing commitments and the remainder of the existing allocation at SP23A and SP23B, there is a total planned supply of 1015 homes to be delivered over the plan period.

### Settlement Appraisal Commentary

<table>
<thead>
<tr>
<th>SA Theme</th>
<th>Commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Our Communities</td>
<td>• Tavistock is the largest market town in West Devon. Situated in the south of the Borough, the town is home to around 12,450 people (Patient and Practitioner Services Agency 2012) as well as being an important service centre for many of its surrounding rural communities.</td>
</tr>
<tr>
<td></td>
<td>• The town has a good range of service provision including primary, secondary and adult education, doctors surgeries, a community hospital, supermarkets, town centre shops and a range of employers. In this respect, the town is considered to be one of West Devon’s most ‘sustainable’ settlements. The provision of additional development in the town will locate homes near to job opportunities, promote the retention and development of local services and support a sustainable mix of uses which are compatible to their existing surroundings.</td>
</tr>
<tr>
<td></td>
<td>• Tavistock has experienced ongoing development over the past ten years and the further planned supply of 1015 homes which are not yet implemented will continue to expand the town. Between 2001 and 2011, Tavistock has seen an increase in the number of houses of c. 20% and a corresponding increase in population of c. 11%. Over the lifetime of the plan, the town is expected to see an additional c.18% growth in the number of homes from the 2011 base rate of 5760 homes in the parish of Tavistock. This level of growth is, however, considerably less than Okehampton which has previously experienced comparatively higher levels of growth and is expected to accommodate a greater proportion of growth over the lifetime of the plan. The rate of development and the physical expansion of the town could have some negative effects if not designed and managed sensitively and phased over an appropriate period of time. An extensive masterplanning exercise has already been undertaken which demonstrates how local distinctiveness and sense of place can be maintained and strengthened through new development. However, the masterplanning exercise has also recognised that there are a number of constraints which will affect opportunities for more development to respect, maintain and strengthen local distinctiveness and sense of place.</td>
</tr>
</tbody>
</table>
|                        | • Although the town is well supported by facilities, there are local concerns about the pressure additional development will place on the existing infrastructure, in particular the local road network. The development at Callington Road will include improvements being made at the Ford Street, Drake Statue and Pixon Lane roundabouts to increase the capacity of these junctions. A new primary school as part of the development at Callington Road will also improve the capacity of education infrastructure in the town. These improvements are critical to ensuring the continued adequate and accessible provision of services and facilities and relevant criteria should be included within any site specific policies set out in Our Plan or any
| **Our Homes** | The proposal does not set out specific requirements in relation to types of housing. However, an additional 1015 homes in the town will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
- The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in the Tavistock area and address some of this need. |
| **Our Economy** | There are a number of existing businesses operating within Tavistock providing numerous job opportunities for people living in the area. Its attractiveness as a place to invest and for commercial ventures is limited by its surrounding road and transport infrastructure. However, the town’s location, surrounding environment and World Heritage Site designation provide many opportunities for the tourist economy. The town itself, whilst being relatively self-contained, looks to Plymouth as its main economic centre. Achieving improved physical links to the city are an important part of securing a sustainable and successful future for the town. The planned re-opening of the railway line between Tavistock and Plymouth is key to this and is an integral feature of new development in the town. The proposal makes provision for the existing commitment of 750 homes to be carried forward into Our Plan along with a further 200 homes and this will help to provide an available local workforce to support opportunities for new employment growth in the town. |
| **Our Wellbeing** | The town has a number of open spaces, sports facilities, a leisure centre and central park. These provide excellent opportunities for encouraging healthy lifestyles, social interaction and the wellbeing of the community. The existing allocation in the west of the town at Callington Road where approximately 635 new homes will be located will be supported by integrated footpaths and links to the town centre, as well as through on site open spaces. Opportunities for the health and wellbeing of the local community to be supported and improved will need to be considered as part of the site allocations process when planning for the provision of the additional 200 homes in the town.  
- The town benefits from accessible and regular bus services. There are also plans to reinstate the railway line between Tavistock and Bere Alston to provide regular passenger railway services between the town and Plymouth. Additional development in the town will promote the need for sustainable transport options and make the best use of existing transport infrastructure, whilst also reducing the need to travel, especially by car. |
| **Our Nature** | Tavistock is situated on the western boundary of the Dartmoor National Park and to the north of the Tamar Valley Area of Outstanding Natural Beauty (AONB). Views into and from the Park and AONB are visible from many parts of the town and there are particular locations which are more sensitive to development than others. It will be important that any site specific policies reference the potential impact on the Park and include relevant clauses to retain existing hedgerow and tree boundaries, ensure a high quality development and undertake appropriate landscaping and buffering to mitigate for any impact. A separate Habitat Regulation Assessment has been prepared which considers the implication of future growth in Tavistock on these designations.  
- There are a number of Sites of Special Scientific Interest (SSSI) less than 4km away from the existing allocated sites. These include the Grenofen Wood and West Down SSSI, the Whitchurch Down SSSI and the Tamar-Tavy Valley Estuary SSSI. It |
is important to note the presence of these protected sites, but given their distance away from the boundaries of the town where new development will be located, it is considered that there will be no direct impact on them.

- There are a number of County and Unconfirmed Wildlife Sites surrounding the town. Housing developments can have an adverse impact on adjacent wildlife sites due to disturbance and wildlife being killed by domestic pets.
- Tavistock sits within the catchment area for the River Tavy. The water quality in this catchment area is being monitored, particularly in relation to shell fisheries and/or levels of phosphorous and nitrates. If any development is proposed, early discussions with the Environment Agency will be required to look at ways to overcome any negative impact.
- The River Tavy flows into the Tamar Estuary which is a designated Special Area of Conservation. Appropriate mitigation in the form of sustainable drainage systems and other alleviation measures will be required as necessary to ensure that there is no impact on this European designation. A separate Habitat Regulation Assessment has been prepared which considers the implication of future growth in Tavistock on this designation.
- There are designated European Sites (Tamar Estuaries Complex Special Protection Area, Plymouth Sound and Estuaries Special Protection Area, Dartmoor Special Area of Conservation and South Dartmoor Woods Special Area of Conservation) nearby which may be affected by significant increases in development. A separate Habitats Regulation Assessment has been prepared which considers the impact on these designations and opportunities for mitigation.

**Our Resources**

- By locating this level of development in Tavistock, a significant proportion of new growth is being directed to what we consider to be one of our most ‘sustainable’ settlements in the Borough. The location supports a reduction in greenhouse gas emissions by seeking to reduce use of the private car, particularly with the planned proposals to reinstate the railway line between the town and Bere Alston.
- There are areas of medium to high flood risk around the town which affect some potential development sites. Various sites are also affected by Critical Drainage Areas which means that more stringent surface water drainage design standards will need to be applied in such locations. Development should be directed towards areas of lower flood risk using the sequential approach.
- There are limited opportunities for the redevelopment of brownfield sites. Some potential options have been identified through the Land Availability Assessment and should be explored as part of any future site selection process undertaken as part of an Allocations DPD or Neighbourhood Plan. However, it is accepted that the majority of the planned growth, including the proposed minimum planned requirement of 200 homes will need to be accommodated on Greenfield sites.
- The agricultural classification of land in and surrounding Tavistock is comprised of mainly Grade 3 (good/moderate).
- There are no designated Air Quality Management Areas in Tavistock but there are air quality management issues along Dolvin Road and further development could increase issues in this area as a result of an increased number of vehicles using this route to travel through the town.

**Our Heritage**

- Parts of the town are situated within the West Devon and Cornwall Mining Landscape World Heritage Site (WHS). Features of the World Heritage Site are present in many parts of the town, including the Tavistock Canal, the listed building of Crowndale Farm and the disused railway line which forms part of Tavistock’s Conservation Area. It is important that the location, design and layout of any proposed development has regard to its impact on the WHS and its wider setting.
Opportunities to enhance appropriate access to the WHS through the new development should be explored.

- Many parts of the town are also included within the Tavistock Conservation Area. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.

<table>
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<tr>
<th>Option</th>
<th>Sustainability Appraisal Objectives</th>
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<td>Our Communities</td>
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<td>Tavistock</td>
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**Conclusion**

As the largest town in the Borough, Tavistock plays an important role in providing services, facilities and employment opportunities for a significant proportion of the Borough’s population. It is an attractive place to live and there is demand for both market and affordable housing in the town. There are various green spaces within and surrounding the town, including easy access to the edge of Dartmoor (particularly Whitchurch Down) for recreational purposes. It performs well against the Our Communities, Our Homes, Our Economy and Our Wellbeing objectives.

The town has seen a reasonable level of growth over the past 10 years but less so than in Okehampton. Although there are identified improvements which need to be made to the infrastructure, the majority of the town’s facilities and road network are operating within capacity and will be further improved by additional funding sought from existing allocations in the town. It is important that these are pursued as part of any existing or future developments in the town.

The town is constrained in terms of both its historic and natural environment, particularly in regard of the World Heritage Site designation, Dartmoor National Park and Area of Outstanding Natural Beauty. However, the Land Availability Assessment has identified a number of small to medium scale sites which could be developed with minimal impact on these designations. Any future development should have high regard to these designations and it is recommended that specific criteria are included within future Neighbourhood Plans which ensure that any potential negative impacts are sufficiently mitigated.
Based on the findings of the SA, it is recommended that the proposed planned requirement can be sustainably accommodated within the town, although there are specific constraints which should be addressed on a site specific basis. Planned infrastructure improvements will be required alongside any existing and future allocations in order to ensure that the future sustainable growth of the town can be achieved.
c) Bere Alston

The proposed minimum planned requirement for Bere Alston in the December 2014 consultation was for a minimum planned requirement of 60 homes. Together with existing commitments, there is a total planned supply of 96 homes to be delivered over the plan period.

Settlement Appraisal Commentary

<table>
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<th>SA Theme</th>
<th>Commentary</th>
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| **Our Communities** | • Bere Alston is one of the Borough’s local centres. The village provides a range of important services, both for residents living within Bere Alston and in the surrounding area, notably the settlements of Bere Ferrers and Weir Quay.  
  • Local services provided in the village include a GP, hairdressers, local supermarket, Post Office, chemist, fire station, butchers, bank, public house and primary school. The provision of additional development in the village will locate homes near to these services and help to promote the retention and development of them.  
  • Bere Alston has seen a moderate level of growth between 2006/07 and 2013/14 of 67 homes. This is in comparison to Hatherleigh (198 homes), Lifton (28 homes) and North Tawton (60 homes). (NB: the figures for Bere Alston include the settlement of Bere Ferrers). |
| **Our Homes**    | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 96 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
  • The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Bere Alston and address some of this need. |
| **Our Economy**  | • Bere Alston is in the Plymouth Travel to Work Area. The zone of influence within which Bere Alston is included estimates that between 25.2% and 50.0% of travel to work journeys are made to the Plymouth area (2004 South West Observatory).  
  • There are employment opportunities within the parish of Bere Ferrers, albeit with limited variety. For example, the boat yard at Weir Quay, village centre shops and businesses, rural diversification projects/tourism and agriculture. There is also the potential to enhance opportunities for businesses around the railway station, particularly if the railway line is reinstated to Tavistock as planned.  
  • Additional development will help to support the village centre and maintain it as an active and vibrant high street and will provide an available local workforce to support the local economy.  
  • There are regular bus and train services to both Tavistock and Plymouth which are the nearest employment destinations. |
| **Our Wellbeing** | • Bere Alston has a playground in the centre of the village and a large recreational are on its outskirts. There are many walking opportunities throughout the Tamar Valley and the Bere Peninsula cycle route, bowling club and village hall all provide a range of recreational opportunities. There are various sports clubs and associations, including Bere Alston United football team and the Bere Alston Trekkers. These facilities and activities have a positive effect on supporting healthy and |
active lifestyles.

- Bere Alston has a number of community initiatives, including a Saturday market, the Bere Link magazine and the Bere Peninsula Neighbourhood Planning Group. Further development in the village could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.
- Overall, Bere Alston provides a good range of local services and facilities to ensure that residents have good access to a basic range of everyday essential services.
- Primary age pupils attend Bere Alston Primary School. The planned supply is projected to increase the number of primary age pupils by 24 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is limited capacity at the school and limited opportunities for the school to expand on its current site.
- The designated secondary school for pupils in Bere Alston is Tavistock College. The planned supply is projected to increase the number of secondary age pupils by 14 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). There is some capacity at the College but financial contributions to facilities and transport may be required from new development.
- There is some concern locally about the capacity of the local infrastructure to accommodate new development, particularly in relation to the local road network and traffic through the village centre. The road network within the settlement is partially constrained by on-road parking and narrow roads. The roads leading to Bere Alston from Tavistock are generally well maintained main roads. Traffic to Plymouth often takes a route via Denham Bridge to reduce journey times, but this road is narrow, winding and steep in places. However, the presence of regular bus and train services do provide alternative options to the private car and there have been no concerns raised by Devon County Highways in relation to road capacity.
- Due to the location of Bere Alston and the range of services it provides (which is directed more towards everyday essential facilities and limited employment opportunities), there may be some reliance on the private car to access more employment, recreational and shopping provision elsewhere.

**Our Nature**

- Bere Alston lies entirely within the Tamar Valley Area of Outstanding Natural Beauty (AONB). The National Planning Policy Framework (NPPF) attaches great weight to the conservation and enhancement of this landscape designation and restricts major development to proposals which can be justified as being in the public interest. ‘Major development’ is not defined by the NPPF but needs to be considered on a case by case basis depending on the scale, location and type of development proposed. The Tamar Valley AONB Management Plan provides useful guidance in determining which proposals should be considered as major development. The total planned supply currently proposed is relatively high but this number will not be delivered across a single site. As such, it is the cumulative impact of the development on the designation which needs to be considered, as well as an assessment of individual sites in relation to their impact on it. This should include an assessment of the impact on all features of the designation, such as landscape, culture, biodiversity and tranquillity. The Council’s Land Availability Assessment (2014) has identified opportunities to accommodate the proposed level of development on sites where the impact has been identified as being minimal or can be mitigated through appropriate screening and landscaping. Any proposals for development should therefore consider the impact of it both individually and collectively with other proposals on the special qualities and features of the AONB and be designed and located so as to minimise any negative
• Bere Alston lies within Landscape Character Type (LCT) 1G – Open Inland Plateaux. Guidelines for development in this LCT suggest that any development should maintain the existing settlement pattern and mitigate for any negative impact on the local landscape character.
• Bere Alston sits within the catchment area for the River Tamar. The water quality in this catchment area is being monitored, particularly in relation to shell fisheries and/or levels of phosphorous and nitrates. If any development is proposed, early discussions with the Environment Agency will be required to look at ways to overcome any negative impact.
• The River Tamar is located within the Bere Ferrers parish and flows into the Tamar Estuary which is a designated Special Area of Conservation. Appropriate mitigation in the form of sustainable drainage systems and other alleviation measures will be required as necessary on all proposals to ensure that there is no impact on this European designation. A separate Habitat Regulation Assessment has been prepared which considers the implication of future growth in Bere Alston on this designation.
• There are designated European Sites (Tamar Estuaries Complex Special Protection Area and Plymouth Sound and Estuaries Special Protection Area) nearby which may be affected by significant increases in development. A separate Habitats Regulation Assessment has been prepared which considers the impact on these designations and opportunities for mitigation.

Our Resources
• By locating this level of development in Bere Alston, a moderate proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon. New development will support the retention of local services, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
• There are limited opportunities for the redevelopment of brownfield sites. It is therefore accepted that the majority of the planned growth, including the proposed minimum planned requirement of 600 homes will need to be accommodated on Greenfield sites.
• The agricultural classification of land in and surrounding Bere Alston is comprised of Grade 2 (very good), Grade 3 (good/moderate) and Grade 4 (poor). Where significant development of agricultural land is unavoidable, poorer quality land should be used in preference to that of higher quality, except where this would be inconsistent with other sustainability considerations. Some of the sites identified as having future potential for development in the Land Availability Assessment (2014) are on Grade 2 land and this will need to be considered in any further site selection processes.
• There are no designated Air Quality Management Areas in Bere Alston.

Our Heritage
• The central core of Bere Alston lies within a Conservation Area and there are a small number of listed buildings. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.
• Parts of the village are situated within the West Devon and Cornwall Mining Landscape World Heritage Site (WHS). It is important that the location, design and layout of any proposed development has regard to its impact on the WHS and its wider setting. Opportunities to enhance appropriate access to the WHS through the new development should be explored.
Conclusion

Bere Alston is an important local service centre, providing a range of basic facilities and services for its residents and those in surrounding smaller communities. Its location on the Peninsula of the Borough means that it is reasonably isolated, although its connections via rail to Plymouth and regular bus services to Tavistock do help to ensure that it is an inclusive and well connected settlement. It has seen a moderate level of growth in recent years and the additional planned requirement will be looking to reduce this average rate of development slightly over the next plan period.

The village is located entirely within the Tamar Valley Area of Outstanding Natural Beauty, a designation which is given a high level of protection in the National Planning Policy Framework. Major development should be demonstrated as being in the public interest if proposed. As stated in the SA, any proposals for development should therefore consider the impact of it both individually and collectively with other proposals on the special qualities and features of the AONB and be designed and located to as to minimise any negative effects.

Bere Alston also lies within close proximity to the Tamar Estuaries Complex Special Area of Conservation and Plymouth Sound and Estuaries Special Protection Area. There is potential for additional development to increase visitors to these designations (e.g. in Weir Quay) and have a negative effect on them. However, careful management of users in these areas can limit any impact and the provision of open spaces more locally within and around the village itself will limit the amount of visitor trips made to these locations.

Whilst the level of development proposed is seeking only to continue an average rate of development similar to previous levels, it is worth considering the potential impact of development in the village given the sensitive and protected designations in the locality. This will need to be balanced against the need to provide additional homes to meet locally identified housing needs as well as contributing towards the Borough-wide
housing target as in other respects the village performs well against the Our Communities, Our Homes and Our Wellbeing sustainability objectives.
d) Hatherleigh

The proposed minimum planned requirement for Hatherleigh in the December 2014 consultation was for a minimum planned requirement of 60 homes. Together with existing commitments, there is a total planned supply of 162 homes to be delivered over the plan period.

### Settlement Appraisal Commentary

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| **Our Communities** | • Hatherleigh is one of the Borough’s local centres. The town provides a range of important services, both for residents living within Hatherleigh and in the surrounding area, notably the settlements of Highampton, Meeth and Iddesleigh.  
• The town currently benefits from a good level of service provision. There is a primary school, pre-school and after-school clubs, a GP surgery, mobile library, a range of shops, Post Office fuel station and bank. There are three public houses, a restaurant, cafes, a number of B&B’s, a hairdressers, newsagents, bakers, delicatessen and farm supplies store. The provision of additional development in the village will locate homes near to these services and help to promote the retention and development of them.  
• Hatherleigh has experienced relatively high levels of development over the past ten years and the further planned supply of 162 homes which are not yet implemented will continue to expand the town. Between 2001 and 2011, Hatherleigh has seen an increase in the number of houses of c. 34% and a corresponding increase in population of c. 32%. Over the lifetime of the plan, the town is expected to see an additional 20% growth in the number of homes from the 2011 base rate of 806 homes in Hatherleigh. The rate of development and the physical expansion of the town could have some negative effects if not designed and managed sensitively and phased over an appropriate period of time. An extensive community planning project has already been undertaken which demonstrates these sensitivities and sets out the communities aspirations for how growth should take place in the future in order to enable the town to properly absorb new development and to balance it with adequate infrastructure and facilities.  
• In comparison to the other Local Centres, Hatherleigh has seen a high level of growth between 2006/07 and 2013/14 of 198 homes. This is in comparison to Bere Alston (67 homes), Lifton (28 homes) and North Tawton (60 homes). (NB: the figures for Bere Alston include the settlement of Bere Ferrers). |
| **Our Homes** | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 162 homes in the town will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
• The most recent affordable housing needs survey was carried out in 2012 and identified a need for only nine social rented and two shared ownership homes, all of which were expected to be met within the turnover of existing stock. An existing permission for 106 units for the Hatherleigh Market site (which is included in the planned supply of 162) will provide the equivalent of 20% affordable housing units which will also add to the local provision of affordable housing stock.  
• The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing |
### Our Economy
- Hatherleigh is in the Exeter Travel to Work Area. The zone of influence within which Hatherleigh is included estimates that between 2.6% and 10.0% of travel to work journeys are made to the Exeter area (2004 South West Observatory).
- There are a range of employment opportunities within Hatherleigh, primarily driven by its role as a small market town. There are many well established and successful businesses, many of which depend in varying degrees on the market, farming (both livestock and horticultural) and/or tourism for their continued success. There are somewhere between 350 and 400 jobs provided by these businesses – although a number of these are part time positions. It is recognised that Hatherleigh as a local centre provides an important resource not only for residents in the parish but also for the wider rural community in the catchment area. The Abattoir is the main employer in the town and it is a high priority of the community to see the abattoir remain. There is a small industrial estate on the edge of town home to small and medium businesses. This area currently has fourteen units, employing a significant number of local people. These provide a range of products, some trading internationally. The town is also keen to promote and support new local tourism initiatives.
- Additional development will help to support the town centre and maintain it as an active and vibrant high street and will provide an available local workforce to support the local economy. However, there is an equal concern among the community that there are not enough job opportunities locally to support the new people moving into the town and thereby increasing the need for people to commute to larger towns and cities. This is due to the high levels of development experienced in recent years and the rate at which it has happened.
- Okehampton is Hatherleigh’s nearest employment centre, located approximately 12km away.

### Our Wellbeing
- Hatherleigh is well served by a wide range of local groups and organisations and in general these groups make good use of the facilities that are available in the town. Most ages and abilities are catered for through groups that include team sports (football, cricket, bowls, netball) and indoor sports and fitness (badminton, aerobics, ballet, yoga). Musical groups such as the Silver Band, bell ringers and hand bells are successfully running, along with art and theatrical groups, history, cinema and many more.
- Hatherleigh is ideally positioned for making full use of the Tarka Trail and Ruby Country Walk, providing opportunities for healthy and active lifestyles. There is also a sportsfield/football field, Island Park children’s play area, cricket club, bowling green and a number of smaller plat areas within housing developments.
- Overall, Hatherleigh provides a good range of local services and facilities to ensure that residents have good access to a basic range of everyday essential services.
- Primary age pupils attend Hatherleigh Primary School. The planned supply is projected to increase the number of primary age pupils by 41 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). Additional primary school provision is therefore likely to be needed beyond 2017. This may involve the expansion of the existing school but pupil numbers will be monitored to see if this is necessary. There is space available on the current site to accommodate this expansion if required. Contributions will be sought from any new developments towards the cost of primary education provision in the town.
• The designated secondary school for pupils in Hatherleigh is Okehampton College. The planned supply is projected to increase the number of secondary age pupils by 24 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). There is some capacity at the College but financial contributions to facilities and transport may be required from new development.

• There is some concern locally about the capacity of the local infrastructure to accommodate new development. There is a general consensus among the community that high levels of growth in recent years has started to affect community spirit and is putting pressure on important local facilities and infrastructure (namely the primary school, sewerage facilities and local roads).

• Parking in and around the town is generally considered to be a problem for many people in the community. Traffic flow around the town is often disrupted due to poor parking. A number of initiatives to address these problems have been highlighted in the adopted Community Plan.

• For many people living in Hatherleigh the car is a necessity not a luxury. Many rely on their car to support their lifestyle and work patterns. The current bus services in the town are not adequate to replace many of these trips as they do not run at convenient commuter times and do not stop to pick people up in the most convenient locations. The Tavistock / Barnstaple service no longer goes through the town due to the delays it encountered due to poor parking.

Our Nature

• Hatherleigh Moor lies on the doorstep of the town and covers approximately 400 acres of mainly grassland. The open Lower Moor contains a large pond. This, and the surrounding grassland, is home to many species of native flora, including Culm Grassland leading it to be designated as a County Wildlife Site and Strategic Nature Area. New development should not directly impact on this landscape setting but the cumulative effect of more people using this space for recreational purposes could result in some negative impacts. Housing developments can have an adverse impact on adjacent wildlife sites due to disturbance and wildlife being killed by domestic pets. There is a management committee for the moor which supports the regular maintenance of the landscape and the type of flora and farming role it has.

• Hatherleigh lies within Landscape Character Type (LCT) 1F – Farmed Lowland Moorland. Guidelines for development in this LCT suggest that any development proposals around the town mitigate for any negative impact on the local landscape character.

• Hatherleigh sits within the catchment area for the Northlew Stream. The water quality in this catchment area is being monitored, particularly in relation to shell fisheries and/or levels of phosphorous and nitrates. If any development is proposed, early discussions with the Environment Agency will be required to look at ways to overcome any negative impact.

Our Resources

• By locating this level of development in Hatherleigh, new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon. New development will support the retention of local services, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car. However, given the cumulative effect of past growth and additional planned growth, it will be important that development takes place in a phased manner and that it is supported by timely improvements to the local infrastructure.

• The River Lew runs through the centre of the town and there are areas of medium and high flood risk in the village. Part of an existing outline permission includes an area of flood risk although any residential development will be directed away from...
these higher risk areas. Any additional development should be directed towards areas of lower flood risk using the sequential approach.

• There are opportunities for the redevelopment of brownfield sites and indeed the majority of the planned supply will take place on the site of the traditional livestock market.
• The agricultural classification of land in and surrounding Hatherleigh is comprised of Grade 3 (good/moderate) and Grade 4 (poor).
• There are no designated Air Quality Management Areas in Hatherleigh.

Our Heritage

• The town has over 60 listed buildings and the central area of the town is designated a Conservation Area. Its historic buildings in the centre of town remind people of its valuable cultural heritage. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.

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Conclusion

Hatherleigh is an important market town in the north of the Borough. It provides many local services and facilities and has a vibrant and active community life. It is in a reasonably good location on the A386, but opportunities for travelling by means other than the private car are limited.

The town has seen the highest proportion of growth of all settlements in West Devon over the last ten years and this has been identified in the Hatherleigh Community Plan as resulting in issues for both the town’s infrastructure and its community spirit. The proposed planned requirement in addition to existing commitments (particularly the redevelopment of the Hatherleigh Market site for 106 homes) will see the town take the highest proportion of growth of all the Borough’s local centres.

The sustainability of the settlement in the context of being able to provide a good level of services, facilities and employment opportunities for the local community needs to be balanced against the ability of the town to absorb the proposed additional level of development at the rate currently...
proposed. It is therefore recommended that further consideration is given to the proposed planned requirement and, in particular, to the phasing of any additional development so that it can be accommodated in the town at a steadier rate of growth.
e) Lifton

The proposed minimum planned requirement for Lifton in the December 2014 consultation was for a minimum planned requirement of 100 homes. Together with existing commitments, there is a total planned supply of 111 homes to be delivered over the plan period.

Settlement Appraisal Commentary

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<td><strong>Our Communities</strong></td>
<td>• Lifton is one of the Borough’s local centres. Although the village is relatively small it does provide a range of key services facilities and employment opportunities which are important in their local rural context.</td>
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<td>• Local services provided in the village include a GP, Post Office and newsagents, public houses, farm shop and primary school. The provision of additional development in the village will locate homes near to these services and help to promote the retention and development of them.</td>
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<td>• Lifton has seen a low level of growth between 2006/07 and 2013/14 of 28 homes. This is in comparison to Hatherleigh (198 homes), Bere Alston (67 homes) and North Tawton (60 homes). (NB: the figures for Bere Alston include the settlement of Bere Ferrers).</td>
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<td><strong>Our Homes</strong></td>
<td>• The proposal does not set out specific requirements in relation to types of housing. However, an additional 111 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.</td>
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<td>• The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Lifton and address some of this need.</td>
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<tr>
<td><strong>Our Economy</strong></td>
<td>• Lifton is in the Plymouth Travel to Work Area. The zone of influence within which Lifton is included estimates that between 2.6% and 10.0% of travel to work journeys are made to the Plymouth area (2004 South West Observatory).</td>
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<td>• There are a range of employment opportunities within the Lifton and the adjoining settlement of Tinhay. There are some important employers, including Premier Foods, Lifton Farm Shop, Tinhay Building Supplies and Lifton Bridge Car Sales. There are various others located within the Tinhay Industrial Estate. There is also the potential to enhance opportunities for businesses around Lifton Farm Shop in the west of the town.</td>
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<td>• Additional development will help to support the village centre and maintain it as an active and vibrant high street and will provide an available local workforce to support the local economy.</td>
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<td>• The village benefits from being in close proximity to Launceston and the A30 for easy access to the main commuter routes in the area.</td>
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<td><strong>Our Wellbeing</strong></td>
<td>• Lifton is an active village. There are several organisations and clubs, including a cricket club, football club, pre-school, bellringers and a Neighbourhood Planning Group. Further development in the village could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.</td>
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Overall, Lifton provides a good range of local services and facilities to ensure that residents have good access to a basic range of everyday essential services.

Primary age pupils attend Lifton Primary School. The planned supply is projected to increase the number of primary age pupils by 28 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is some capacity at the school and the site is capable of expansion.

The designated secondary school for pupils in Lifton is Launceston College. The planned supply is projected to increase the number of secondary age pupils by 17 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). There is some capacity at the College but financial contributions to facilities and transport may be required from new development.

Due to the location of Lifton and the range of services it provides (which is directed more towards everyday essential facilities and limited employment opportunities), there may be some reliance on the private car to access more employment, recreational and shopping provision elsewhere.

There are some public transport services to Okehampton, Launceston and Tavistock but these are not regular enough to be able to reliably support commuting needs or regular activities.

### Our Nature

- Lifton lies within Landscape Character Type (LCT) 4A – Unsettled Farmed Valley Floors; 1D – Inland Undulating Uplands; and 3B – Lower Rolling Farmland. Guidelines for development in these LCTs seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character types.
- There are a number of County and Unconfirmed Wildlife Sites surrounding the village, some of which are within or adjoining potential development sites. Housing developments can have an adverse impact on adjacent wildlife sites due to disturbance and wildlife being killed by domestic pets.
- There are no known water quality issues in the area.

### Our Resources

- By locating this level of development in Lifton, a moderate proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon. New development will support the retention of local services, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
- The confluence of the River Lyd and Thrushel meets in the area between Lifton and Tinhay and there is a large flood zone surrounding this. Any additional development should be directed towards areas of lower flood risk using the sequential approach.
- There are limited opportunities for the redevelopment of brownfield sites. It is therefore accepted that the majority of the planned growth, including the proposed minimum planned requirement of 100 homes will need to be accommodated on Greenfield sites.
- The agricultural classification of land in and surrounding Lifton is comprised of Grade 3 (good/moderate) and Grade 4 (poor).
- There are no designated Air Quality Management Areas in Lifton.

### Our Heritage

- The central core of Lifton lies within a Conservation Area and there are a small number of listed buildings. Any development...
should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.

- There is a large listed garden in the grounds of Lifton Park to the south and west of the village. New development should be sensitively designed and located to address any potential negative effects on this designation.

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**Conclusion**

Lifton is the smallest of the Borough’s local centres but still provides a range of basic services and facilities. It is also an important employment provider with a number of businesses operating from the adjoining village of Tinhay, including Premier Foods, as well as Lifton Farm Shop in the west of the town. Its location close to the A30 makes it an attractive destination for further employment opportunities. Overall, the village performs well against the Our Communities, Our Homes, Our Economy and Our Wellbeing sustainability objectives.

Lifton has seen a low amount of development over recent years in comparison to the other local centres. There is potential in the village for additional development, both in terms of local infrastructure capacity and land availability which has been identified in the Land Availability Assessment.
f) North Tawton

The proposed minimum planned requirement for North Tawton in the December 2014 consultation was for a minimum planned requirement of 60 homes. Together with existing commitments, there is a total planned supply of 147 homes to be delivered over the plan period.

**Settlement Appraisal Commentary**

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| **Our Communities** | • North Tawton is one of the Borough’s local centres. The town provides a range of important services, both for residents living within North Tawton and in the surrounding area, notably the settlements of Exbourne and Sampford Courtenay.  
  • Local services provided in the town include a GP, dentist, Post Office, convenience stores, pharmacy, café, hairdressers, public house and primary school. The provision of additional development in the town will locate homes near to these services and help to promote the retention and development of them.  
  • North Tawton has seen a moderate level of growth between 2006/07 and 2013/14 of 60 homes. This is in comparison to Hatherleigh (198 homes), Bere Alston (67 homes) and Lifton (28 homes). (NB: the figures for Bere Alston include the settlement of Bere Ferrers). |
| **Our Homes**   | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 147 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
  • The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in North Tawton and address some of this need. |
| **Our Economy** | • North Tawton is in the Exeter Travel to Work Area. The zone of influence within which North Tawton is included estimates that between 10.1% and 25.1% of travel to work journeys are made to the Exeter area (2004 South West Observatory).  
  • There are a range of employment opportunities within the North Tawton, including a number of large employers such as Gregory Distribution and Arla Foods Taw Valley Creamery.  
  • Additional development will help to support the town centre and maintain it as an active and vibrant high street and will provide an available local workforce to support the local economy.  
  • The town benefits from being in reasonably close proximity to the A30 via main roads for easy access to the main commuter routes in the area. |
| **Our Wellbeing** | • North Tawton is an active town. There are several organisations and clubs, including Brownies/Scouts/Beavers, a Football Club, Bowling Club, Cricket Club, Environmental Trust and Neighbourhood Planning Group. Further development in the town could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.  
  • Overall, North Tawton provides a good range of local services and facilities to ensure that residents have good access to a
• Primary age pupils attend North Tawton Primary School. The planned supply is projected to increase the number of primary age pupils by 37 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). The primary school will be at capacity, even with the expansion to 210 places, once the committed developments at Batheway Fields and the additional 60 homes are built. Further development will need to provide land and financial contributions towards additional primary school provision.
• The designated secondary school for pupils in North Tawton is Okehampton College. The planned supply is projected to increase the number of secondary age pupils by 22 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). There is some capacity at the College but financial contributions to facilities and transport may be required from new development.
• Due to the location of North Tawton and the range of services it provides (which is directed more towards everyday essential facilities and limited employment opportunities), there may be some reliance on the private car to access more employment, recreational and shopping provision elsewhere. However, there is an hourly bus service to Okehampton which supports some commuter patterns and other regular activities. There are regular services to Exeter but these sometimes include changing at either Okehampton or Winkleigh.
• North Tawton is reasonably well located for access to the A30 via the B3219 which provides the main east-west transport route for Devon. This allows residents in North Tawton to reach Okehampton in approximately 20 minutes.

Our Nature
• North Tawton lies within Landscape Character Type 1D – Inland Undulating Uplands. Guidelines for development in this LCT seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character type.
• There are no designated wildlife sites within or surrounding the town.
• North Tawton sits within the catchment area for the River Taw. The water quality in this catchment area is being monitored, particularly in relation to shell fisheries and/or levels of phosphorous and nitrates. If any development is proposed, early discussions with the Environment Agency will be required to look at ways to overcome any negative impact.

Our Resources
• By locating this level of development in North Tawton, a moderate proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon. New development will support the retention of local services, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
• The River Taw runs through the town to the east and there are areas of medium and high flood risk in the village. Any additional development should be directed towards areas of lower flood risk using the sequential approach.
• There are some opportunities for the redevelopment of brownfield sites, including the Woollen Mill which is allocated for development. Depending on the viability of redeveloping the Woollen Mill, much of the planned growth could be accommodated on a brownfield site.
• The agricultural classification of land in and surrounding North Tawton is comprised of Grade 2 (very good) and Grade 3 (good/moderate). Where significant development of agricultural land is unavoidable, poorer quality land should be used in
preference to that of higher quality, except where this would be inconsistent with other sustainability considerations. Some of the sites identified as having future potential for development in the Land Availability Assessment (2014) are on Grade 2 land and this will need to be considered in any further site selection processes.

- There are no designated Air Quality Management Areas in North Tawton.

**Our Heritage**

- The central core of North Tawton lies within a Conservation Area and there are various listed buildings. There is also a Scheduled Ancient Monument within the village to the south of Essington Road and a further one to the south of Batheway Fields. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.

### Option Sustainability Appraisal Objectives

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<td>Our Communities</td>
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<td>North Tawton</td>
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### Conclusion

North Tawton is an important local centre situated in the north east of the Borough. It provides a good range of basic services and facilities and a variety of local activities which support an active community. There are a number of large employers in the town, including Gregory Distribution and Arla Foods Taw Valley Creamery and is reasonably well located for access to the A30 trunk road. It performs well against the Our Communities, Our Homes, Our Economy and Our Wellbeing sustainability objectives.

Possible options for development sites have been identified in the Land Availability Assessment but there are issues relating to infrastructure capacity, in particular primary school capacity, which limit the potential of the town to accommodate a significant increase in growth. The proposed numbers can be accommodated within the existing infrastructure as the proposed new planned requirement of 60 homes have already been included within the calculations for capacity as part of the Woollen Mill application which has not yet been implemented and may need to be redistributed as a result of viability issues.
It is recommended that the proposed level of development can be sustainably accommodated but that any development in addition to this will need to be carefully considered alongside the implications of capacity of the local primary school and road infrastructure.
g) Bridestowe

The proposed minimum planned requirement for Bridestowe in the December 2014 consultation was for a minimum planned requirement of 30 homes. Together with existing commitments, there is a total planned supply of 33 homes to be delivered over the plan period.

Settlement Appraisal Commentary

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<th>SA Theme</th>
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<tbody>
<tr>
<td>Our Communities</td>
<td>• Bridestowe is classed as one of the Borough’s main villages. The village provides a reasonable range of basic services, including a primary school, village hall, church, local store with post office, care home and public house.</td>
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<tr>
<td></td>
<td>• Bridestowe has seen a low-moderate level of growth between 2006/07 and 2013/14 of 32 homes. This is in comparison to other main villages such as Buckland &amp; Crapstone (the highest with 51 homes although this does cover two settlements) and Lewdown (the lowest with 4 homes).</td>
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<td>Our Homes</td>
<td>• The proposal does not set out specific requirements in relation to types of housing. However, an additional 33 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.</td>
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<td>• The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Bridestowe and address some of this need.</td>
</tr>
<tr>
<td>Our Economy</td>
<td>• Bridestowe is in the Plymouth Travel to Work Area. The zone of influence within which Bridestowe is included estimates that between 2.6% and 10% of travel to work journeys are made to the Plymouth area (2004 South West Observatory).</td>
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<td>• There are a couple of local businesses operating within the area but the majority of employment opportunities will be available outside of the village in Okehampton, Tavistock, Plymouth, Exeter and Launceston.</td>
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<tr>
<td>Our Wellbeing</td>
<td>• Bridestowe is an active village with a number of community organisations and clubs, including Beavers/Scouts/Cubs, a Cricket Club, a Bok Club, a Family Games Night, Gardening Club and Neighbourhood Planning Group (joint with Sourton Parish). Further development in the village could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.</td>
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<td>• Overall, Bridestowe provides a range of basic services and facilities to ensure that residents have some access to everyday essential services that support healthy, active and inclusive lifestyles.</td>
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<td>• Primary age pupils attend Bridestowe Primary School. The planned supply is projected to increase the number of primary age pupils by 8 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is some capacity at the primary school but it is not capable of expansion.</td>
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|                   | • The designated secondary school for pupils in Bridestowe is Okehampton College. The planned supply is projected to increase the number of secondary age pupils by 5 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). There is some capacity at the College but financial contributions to facilities and transport may be required from
new development.
• Due to the location of Bridestowe and the range of services it provides (which is directed more towards everyday essential facilities and very limited local employment opportunities), there will be some reliance on the private car to access more employment, recreational and shopping provision elsewhere. There is a two hourly bus service to Okehampton and Exeter but this is unlikely to support commuter patterns.
• Bridestowe is well located for access to the A30 trunk road which provides the main east-west transport route for central Devon and Cornwall. The A30 provides links to Exeter and beyond. Bridestowe also lies just off the former A30 and this road provides good links to Okehampton and Launceston.

Our Nature
• Bridestowe lies within Landscape Character Type 1D – Inland Undulating Uplands. The land immediately surrounding the village lies within LCT 2D – Moorland Edge Slopes. Guidelines for development in this LCT seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character type.
• There are a number of Unconfirmed Wildlife Sites surrounding the village, some of which lie in fairly close proximity to potential development sites. Housing developments can have an adverse impact on adjacent wildlife sites due to disturbance and wildlife being killed by domestic pets.
• There are no known water quality issues in the area.

Our Resources
• By locating this level of development in Bridestowe, a small proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon, albeit that it has only a limited range of services in the immediate locality. New development will support the retention of local services and community activities, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
• There are limited opportunities for the redevelopment of brownfield sites. It is therefore accepted that the majority of the planned growth, including the proposed minimum planned requirement of 30 homes will need to be accommodated on Greenfield sites.
• Large parts of the settlement lie within Flood Zones 2 and 3. A sequential test should be applied to direct development to sites in the village which are least at risk of flooding.
• The agricultural classification of land in and surrounding Bridestowe is comprised of Grade 3 (good/moderate) and Grade 4 (poor).
• There are no designated Air Quality Management Areas in Bridestowe.

Our Heritage
• The central core of Bridestowe lies within a Conservation Area and there are a small number of listed buildings. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.
• There is a listed garden south of the village. New development should be sensitively designed and located to address any potential negative effects on this designation.
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**Conclusion**

Bridestowe is a village in the centre of the Borough which has a small number of local facilities which help to provide residents with access to basic facilities and an active community life. Its location just off the old A30 and near to the A30 trunk road means that it is reasonably well connected to other larger service centres in the locality. Although in comparative terms it does not provide the level of services and facilities that the main towns and local centres provide, it does support a good level of sustainable living and additional development could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.

There are limited constraints in relation to the landscape and local infrastructure, although the extent of development will to some extent be limited by the capacity of the primary school which is not capable of expansion. There are sites which have been identified in the Land Availability Assessment which can accommodate the proposed planned minimum requirements. It is therefore recommended that the proposed planned requirements can be sustainably accommodated within the village.
h) Buckland Monachorum and Crapstone

The proposed minimum planned requirement for Buckland Monachorum and Crapstone in the December 2014 consultation was for a minimum planned requirement of 20 homes. Together with existing commitments, there is a total planned supply of 24 homes to be delivered over the plan period.

Settlement Appraisal Commentary

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| Our Communities  | • Buckland Monachorum and Crapstone are collectively classed as one of the Borough’s main villages. Together they provide a reasonable range of basic services, including a primary school, village hall, church and public house.  
• The villages are within 2.5 miles (4km) of Yelverton which is an important local service centre, providing a supermarket, hairdressers, GP surgery and public houses.  
• Buckland Monachorum and Crapstone have seen a relatively high level of growth between 2006/07 and 2013/14 in proportion to their size of 51 homes. This is in comparison to other main villages such as Northlew and Spreyton (the next highest with 33 homes each) and Lewdown (the lowest with 4 homes). |
| Our Homes        | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 24 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
• The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Buckland Monachorum and Crapstone and address some of this need. |
| Our Economy      | • Buckland Monachorum and Crapstone are is in the Plymouth Travel to Work Area. The zone of influence within which they are included estimates that between 25.2% and 50% of travel to work journeys are made to the Plymouth area (2004 South West Observatory).  
• Yelverton Business Park is located on the edge of Crapstone which is home to a number of businesses and provides a range of local employment opportunities. Our Plan proposes the expansion of this industrial park which will increase local job opportunities in the area.  
• Both villages are reasonably well located for access to the A386, the main north-south route between Plymouth and Okehampton. |
| Our Wellbeing    | • Buckland Monachorum and Crapstone are active villages and along with Yelverton and other smaller settlements in the Parish of Buckland provide a range of social activities for the community. Further development in the villages could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.  
• Overall, Buckland Monachorum and Crapstone provide a range of basic services and facilities to ensure that residents have some access to everyday essential services that support healthy, active and inclusive lifestyles. |
• Primary age pupils attend St Andrews Primary School in Buckland Monachorum. The planned supply is projected to increase the number of primary age pupils by 6 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is some capacity at the primary school but it is not capable of expansion.
• The designated secondary school for pupils in Buckland Monachorum and Crapstone is Tavistock College. The planned supply is projected to increase the number of secondary age pupils by 4 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). There is some capacity at the College but financial contributions to facilities and transport may be required from new development.
• Due to the location of Buckland Monachorum and Crapstone and the range of services they provide (which is directed more towards everyday essential facilities and very limited local employment opportunities), there will be some reliance on the private car to access more employment, recreational and shopping provision elsewhere. However, the services provided in Yelverton will help to offset long trips to larger service centres elsewhere. There are limited bus services directly from Buckland Monachorum and Crapstone but 20 minutes services from the centre of Yelverton to Plymouth and Tavistock.
• Buckland Monachorum and Crapstone are well located for access to the A386 which provides the main north-south transport route for West Devon.

Our Nature

• Buckland Monachorum and Crapstone lie within Landscape Character Type 2D – Moorland Edge Slopes. Guidelines for development in this LCT seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character type and that development should not be visually intrusive across wide areas.
• Buckland Monachorum lies entirely within the Tamar Valley Area of Outstanding Natural Beauty (AONB). The National Planning Policy Framework (NPPF) attaches great weight to the conservation and enhancement of this landscape designation and restricts major development to proposals which can be justified as being in the public interest. ‘Major development’ is not defined by the NPPF but needs to be considered on a case by case basis depending on the scale, location and type of development proposed. The Tamar Valley AONB Management Plan provides useful guidance in determining which proposals should be considered as major development. The total planned supply currently proposed is relatively high but this number will not be delivered across a single site. As such, it is the cumulative impact of the development on the designation which needs to be considered, as well as an assessment of individual sites in relation to their impact on it. This should include an assessment of the impact on all features of the designation, such as landscape, culture, biodiversity and tranquillity. The Council’s Land Availability Assessment (2014) has identified opportunities to accommodate the proposed level of development on sites where the impact has been identified as being minimal or can be mitigated through appropriate screening and landscaping. Any proposals for development should therefore consider the impact of it both individually and collectively with other proposals on the special qualities and features of the AONB and be designed and located to as to minimise any negative effects.
• Crapstone lies on the boundary of the Dartmoor National Park. Although it is not within this designated landscape, any development could have an impact if not designed and located sensitively.
• There are designated European Sites (Tamar Estuaries Complex Special Protection Area and Plymouth Sound and
Estuaries Special Protection Area) nearby which may be affected by significant increases in development. A separate Habitats Regulation Assessment has been prepared which considers the impact on these designations and opportunities for mitigation.
- There are no known water quality issues in the area.

### Our Resources
- By locating this level of development in Buckland Monachorum and Crapstone, a small proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon, albeit that it has only a limited range of services in the immediate locality. New development will support the retention of local services and community activities, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
- There are limited opportunities for the redevelopment of brownfield sites. It is therefore accepted that the majority of the planned growth, including the proposed minimum planned requirement of 20 homes will need to be accommodated on Greenfield sites.
- The agricultural classification of land in and surrounding Bridestowe is comprised of Grade 3 (good/moderate) and Grade 4 (poor).
- There are no designated Air Quality Management Areas in Buckland Monachorum or Crapstone.

### Our Heritage
- The central core of Buckland Monachorum lies within a Conservation Area and there are a number of listed buildings. There are also potential views to and from the listed building of Buckland Abbey which could be impacted by new development. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.
- There is a listed garden to the east of the village of Buckland Monachorum. New development should be sensitively designed and located to address any potential negative effects on this designation.
- There are no designated heritage assets in Crapstone.
Conclusion

The villages of Buckland Monachorum and Crapstone collectively provide a small amount of services to support the basic needs of many of their residents. They do, however, rely to a large extent on the nearby settlement of Yelverton which provides shops, a doctors’ surgery and other necessary facilities. They are fairly small settlements but have active communities and some small scale additional development could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.

The villages are constrained by their location within the Tamar Valley Area of Outstanding Natural Beauty and the proximity of the Dartmoor National Park. However, the proposed planned requirement is unlikely to constitute ‘major development’ by virtue of its scale, particularly if it can be sensitively located on a number of sites across the two settlements. It also needs to be taken into consideration that although Yelverton would be technically classed as a more ‘sustainable’ settlement, it is equally constrained because of its location within the Dartmoor National Park. As such, housing needs within this area of the Borough will met but distributed carefully across the range of settlements in order to ensure minimal negative effects on any of the designations.

It is recommended that the proposed planned requirement can be accommodated within the two villages but that this should not be increased unless specific schemes are identified through the neighbourhood planning process in order to achieve other sustainable benefits for the community which would outweigh any potential harm to the designations.
i) Exbourne

The proposed minimum planned requirement for Exbourne in the December 2014 consultation was for a minimum planned requirement of 20 homes. Together with existing commitments, there is a total planned supply of 21 homes to be delivered over the plan period.

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| **Our Communities** | • Exbourne is classed as one of the Borough’s main villages. It provides a reasonable range of basic services, including a primary school, village hall, church, public house, underground shop, post office and café.  
• Exbourne has seen a very low level of growth between 2006/07 and 2013/14 of only 5 homes. This is in comparison to other main villages such as Buckland Monachorum and Crapstone (the highest with 51 homes although this does cover two settlements) and Lewdown (the lowest with 4 homes). |
| **Our Homes**     | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 21 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
• The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Exbourne and address some of this need. |
| **Our Economy**   | • Exbourne is in the Exeter Travel to Work Area. The zone of influence within which Exbourne is included estimates that between 2.6% and 10% of travel to work journeys are made to the Exeter area (2004 South West Observatory).  
• There are a couple of local businesses operating within the area but the majority of employment opportunities will be available outside of the village in Okehampton, North Tawton and Exeter.  
• Journey times to the A30 for the main east-west route across central Devon and Cornwall are relatively long (c. 18 minutes). |
| **Our Wellbeing** | • Exbourne is an active village with a number of community organisations and clubs, including a Book Club, Gardening Club and lots of activities taking place at the Burrow. Further development in the village could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.  
• Overall, Exbourne provides a range of basic services and facilities to ensure that residents have some access to everyday essential services that support healthy, active and inclusive lifestyles.  
• Primary age pupils attend Exbourne C of E Primary School. The planned supply is projected to increase the number of primary age pupils by 5 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is some capacity at the primary school but it is not capable of expansion.  
• The designated secondary school for pupils in Exbourne is Okehampton College. The planned supply is projected to increase the number of secondary age pupils by 3 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). There is some capacity at the College but financial contributions to facilities and transport may be required from... |
new development.

- Due to the location of Exbourne and the range of services it provides (which is directed more towards everyday essential facilities and very limited local employment opportunities), there will be some reliance on the private car to access more employment, recreational and shopping provision elsewhere. There are limited bus services available from the village.
- The village is some distance from the main town of Okehampton and the A30 but is only a short drive away from North Tawton (c. 9 minutes) where many services and facilities are available.

### Our Nature

- Exbourne lies within Landscape Character Type 1D – Inland Undulating Uplands. Guidelines for development in this LCT seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character type.
- There is a large Unconfirmed Wildlife Site to the east of the village, although some distance away from where any additional development is likely to take place. Housing developments can have an adverse impact on adjacent wildlife sites due to disturbance and wildlife being killed by domestic pets.
- There are no known water quality issues in the area.

### Our Resources

- By locating this level of development in Exbourne, a small proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon, albeit that it has only a limited range of services in the immediate locality. New development will support the retention of local services and community activities, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
- There are limited opportunities for the redevelopment of brownfield sites. It is therefore accepted that the majority of the planned growth, including the proposed minimum planned requirement of 20 homes will need to be accommodated on Greenfield sites.
- The agricultural classification of land in and surrounding Exbourne is comprised of Grade 2 (very good) and Grade 3 (good/moderate). Where significant development of agricultural land is unavoidable, poorer quality land should be used in preference to that of higher quality, except where this would be inconsistent with other sustainability considerations. Some of the sites identified as having future potential for development in the Land Availability Assessment (2014) are on Grade 2 land and this will need to be considered in any further site selection processes.
- There are no designated Air Quality Management Areas in Exbourne.

### Our Heritage

- The central core of Exbourne lies within a Conservation Area and there are a number of listed buildings. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.
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Conclusion

Exbourne is a small village located in the north of the Borough. It has a small number of local services but the primary school, shop, café and public house do provide the community with access to a range of everyday essential requirements. There are no major landscape designations directly affecting the village and in this respect the proposed level of growth performs well against the Our Community, Our Homes and Our Nature sustainability objectives.

The village is reasonably isolated in terms of major road networks and public transport links. There are limited employment opportunities available in the immediate area and therefore there will be a reliance on the private car to support regular activities and commuter trips.

The Land Availability Assessment has identified limited availability of sites for development due to the physical constraints of the layout of the village, Grade 2 agricultural land and potential impacts on designated heritage assets.

Some development will help to retain of local services and the existing provision of facilities and activities will support both new and existing residents. It is therefore recommended that the proposed planned requirement can be accommodated within the village but that this should not be increased unless specific schemes are identified through the neighbourhood planning process in order to achieve other sustainable benefits for the community which would outweigh any potential increase in car based traffic and the risk of social isolation.
j) Highampton

The proposed minimum planned requirement for Highampton in the December 2014 consultation was for a minimum planned requirement of 30 homes. Together with existing commitments, there is a total planned supply of 32 homes to be delivered over the plan period.

Settlement Appraisal Commentary

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| **Our Communities** | • Highampton is classed as one of the Borough’s main villages. It provides a reasonable range of basic services, including a primary school, village hall, church, public house, village store and outreach post office.  
• Highampton has seen a very low level of growth between 2006/07 and 2013/14 of only 5 homes. This is in comparison to other main villages such as Buckland Monachorum and Crapstone (the highest with 51 homes although this does cover two settlements) and Lewdown (the lowest with 4 homes). |
| **Our Homes**   | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 32 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
• The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Highampton and address some of this need. |
| **Our Economy** | • Highampton is in the Exeter Travel to Work Area. The zone of influence within which Highampton is included estimates that between 2.6% and 10% of travel to work journeys are made to the Exeter area (2004 South West Observatory).  
• There are a couple of local businesses operating within the area but the majority of employment opportunities will be available outside of the village in Okehampton, Hatherleigh, Bideford, Great Torrington and Exeter.  
• The village is located on the A3072 between the larger centres of Hatherleigh and Holsworthy and is within a reasonable distance (7 minutes drive) of the A386 which is the main north-south route across West Devon. |
| **Our Wellbeing** | • Highampton is an active village with a number of community organisations and clubs, including a pre-school, Ladies Club, ballroom dancing, ballet classes, badminton, painting group and keep fit. Further development in the village could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.  
• Overall, Highampton provides a range of basic services and facilities to ensure that residents have some access to everyday essential services that support healthy, active and inclusive lifestyles.  
• Primary age pupils attend Highampton Primary School. The planned supply is projected to increase the number of primary age pupils by 8 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is capacity at the school to accommodate small scale development.  
• The designated secondary school for pupils in Highampton is Holsworthy College. The planned supply is projected to increase the number of secondary age pupils by 5 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). |
per house). Financial contributions to facilities and transport may be required from new development.

- Due to the location of Highampton and the range of services it provides (which is directed more towards everyday essential facilities and very limited local employment opportunities), there will be some reliance on the private car to access more employment, recreational and shopping provision elsewhere. There are some bus services to Hatherleigh and Holsworthy but services are not regular enough to support commuter trips and other regular activities.

| Our Nature | Highampton lies within Landscape Character Type 1F – Farmed Lowland Moorland. Guidelines for development in this LCT seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character type. In areas of open countryside development should be resisted where it is uncharacteristic and visually intrusive over wide areas. Highampton sits quite prominently in the surrounding landscape and as such there may be landscape implications from new development which will need to be considered.
- There are a number of Unconfirmed Wildlife Sites surrounding the village, including areas where land has been made available for development. Housing developments can have an adverse impact on adjacent wildlife sites due to disturbance and wildlife being killed by domestic pets.
- There are no known water quality issues in the area. |

| Our Resources | By locating this level of development in Highampton, a small proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon, albeit that it has only a limited range of services in the immediate locality. New development will support the retention of local services and community activities, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
- There are limited opportunities for the redevelopment of brownfield sites. It is therefore accepted that the majority of the planned growth, including the proposed minimum planned requirement of 30 homes will need to be accommodated on Greenfield sites.
- The agricultural classification of land in and surrounding Highampton is comprised of Grade 4 (poor).
- There are no designated Air Quality Management Areas in Highampton. |

| Our Heritage | There is no designated Conservation Area in Highampton although there is a small number of listed buildings. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects. |
## Conclusion

Highampton is a village in the north west of the Borough, located close to the border with Torridge. It has a small range of local services and facilities and these provide the community with access to a range of everyday essential requirements. The village is closely linked to Hatherleigh which is provides many more facilities and activities within around a 7 minute drive.

The village is reasonably isolated in terms of major road networks and public transport links. There are limited employment opportunities available in the immediate area and therefore there will be a reliance on the private car to support regular activities and commuter trips. However, the centres of Hatherleigh and Holsworthy are within a reasonable commuter distance.

There are limited constraints in relation to local infrastructure and there is capacity at the local primary school to accommodate the proposed level of development. There are sites which have been identified in the Land Availability Assessment which can accommodate the proposed planned minimum requirements. It is therefore recommended that the proposed planned requirements can be sustainably accommodated within the village.
**k) Lamerton**

The proposed minimum planned requirement for Lamerton in the December 2014 consultation was for a minimum planned requirement of 30 homes. Together with existing commitments, there is a total planned supply of 33 homes to be delivered over the plan period.

**Settlement Appraisal Commentary**

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| **Our Communities** | • Lamerton is classed as one of the Borough’s main villages. It provides a reasonable range of basic services, including a primary school, village hall, church and public house. There is a shop available at Carrs Garage approximately 1 mile to the north west of the village.  
  • Lamerton has seen a low-moderate level of growth between 2006/07 and 2013/14 of 20 homes. This is in comparison to other main villages such as Buckland Monachorum and Crapstone (the highest with 51 homes although this does cover two settlements) and Lewdown (the lowest with 4 homes). |
| **Our Homes**   | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 33 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
  • The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Lamerton and address some of this need. |
| **Our Economy** | • Lamerton is in the Plymouth Travel to Work Area. The zone of influence within which Lamerton is included estimates that between 10.1% and 25.1% of travel to work journeys are made to the Plymouth area (2004 South West Observatory).  
  • There are a couple of local businesses operating within the area but the majority of employment opportunities will be available outside of the village in Tavistock and Plymouth.  
  • The village is within a reasonable distance of the A386 which is the main north-south route across West Devon. |
| **Our Wellbeing** | • Lamerton is an active village with a number of community organisations and clubs, including badminton, salsa dance, 5 a side football and Jive practice. Further development in the village could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.  
  • Overall, Lamerton provides a range of basic services and facilities to ensure that residents have some access to everyday essential services that support healthy, active and inclusive lifestyles.  
  • Primary age pupils attend Lamerton Primary School. The planned supply is projected to increase the number of primary age pupils by 8 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is very limited capacity at the primary school and the school is not capable of expansion.  
  • The designated secondary school for pupils in Lamerton is Tavistock College. The planned supply is projected to increase the number of secondary age pupils by 5 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per... |
house). There is some capacity at the College but financial contributions to facilities and transport may be required from new development.

- Due to the location of Lamerton and the range of services it provides (which is directed more towards everyday essential facilities and very limited local employment opportunities), there will be some reliance on the private car to access more employment, recreational and shopping provision elsewhere. There are some bus services to Tavistock but services are not regular enough to support commuter trips and other regular activities.

**Our Nature**

- Lamerton lies within Landscape Character Type 2C – River Valley Slopes and Combes. Guidelines for development in this LCT seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character type.
- There is a County Wildlife Site and a number of Unconfirmed Wildlife Sites surrounding the village, some of which are within or closely related to potential development sites. Housing developments can have an adverse impact on adjacent wildlife sites due to disturbance and wildlife being killed by domestic pets.
- There are no known water quality issues in the area.

**Our Resources**

- By locating this level of development in Lamerton, a small proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon, albeit that it has only a limited range of services in the immediate locality. New development will support the retention of local services and community activities, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
- The River Lumburn runs through the centre of the village and large areas within the ‘green triangle’ lie within Flood Zones 2 and 3. A sequential test should be applied to direct development to sites in the village which are least at risk of flooding.
- There are limited opportunities for the redevelopment of brownfield sites. It is therefore accepted that the majority of the planned growth, including the proposed minimum planned requirement of 30 homes will need to be accommodated on Greenfield sites.
- The agricultural classification of land in and surrounding Lamerton is comprised of Grade 3 (good/moderate) and Grade 4 (poor).
- There are no designated Air Quality Management Areas in Lamerton.

**Our Heritage**

- A small area of the village next to the Church lies within a Conservation Area and there are a few listed buildings. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.
## Conclusion

Lamerton is a small village situated a few miles to the west of Tavistock. The village is structured around three sides of a ‘green triangle’ which is an important open space and landscape setting for the village. There are some services and facilities within the village itself, including a primary school, public house and community hall, and a shop available approximately 1 mile outside of the village at Carrs Garage. Although there are limited employment opportunities within the immediate locality, it is well connected to Tavistock via a short drive.

There are limited constraints in relation to the landscape and local infrastructure, although the extent of development will to some extent be limited by the capacity of the primary school which is not capable of expansion. There are sites which have been identified in the Land Availability Assessment which can accommodate the proposed planned minimum requirements. It is therefore recommended that the proposed planned requirements can be sustainably accommodated within the village.

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I) Lewdown

The proposed minimum planned requirement for Lewdown in the December 2014 consultation was for a minimum planned requirement of 40 homes. Together with existing commitments, there is a total planned supply of 43 homes to be delivered over the plan period.

Settlement Appraisal Commentary

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| Our Communities | • Lewdown is classed as one of the Borough’s main villages. It provides a reasonable range of basic services, including a primary school, village hall, church, public house and village store.  
• Lewdown has seen a very low level of growth between 2006/07 and 2013/14 of only 4 homes. This is in comparison to other main villages such as Buckland Monachorum and Crapstone (the highest with 51 homes although this does cover two settlements) and Lamerton (with low-moderate growth of 20 homes). |
| Our Homes      | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 43 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
• The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Lewdown and address some of this need. |
| Our Economy    | • Lewdown is in the Plymouth Travel to Work Area. The zone of influence within which Lewdown is included estimates that between 2.6% and 10% of travel to work journeys are made to the Plymouth area (2004 South West Observatory).  
• There are a couple of local businesses operating within the area but the majority of employment opportunities will be available outside of the village in Okehampton, Launceston and Exeter.  
• The village lies on the former A30 and this road provides good links to Okehampton and Launceston. |
| Our Wellbeing  | • There is a village hall and football/cricket ground on the edge of the village as well as various established footpaths and public rights of way for walks in and around the village. There are groups such as the Lewdown Cricket Club which help to promote healthy lifestyles.  
• Overall, Lewdown provides a range of basic services and facilities to ensure that residents have some access to everyday essential services that support healthy, active and inclusive lifestyles.  
• Primary age pupils attend Lewtrenchard Primary School. The planned supply is projected to increase the number of primary age pupils by 11 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is limited capacity and the school is not capable of expansion.  
• The designated secondary school for pupils in Highampton is Okehampton College. The planned supply is projected to increase the number of secondary age pupils by 5 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). There is some capacity at the College but financial contributions to facilities and transport may be required from
- New development.
  - Due to the location of Lewdown and the range of services it provides (which is directed more towards everyday essential facilities and very limited local employment opportunities), there will be some reliance on the private car to access more employment, recreational and shopping provision elsewhere. There is a two hourly bus service to Okehampton and Exeter but this is unlikely to support commuter patterns.
  - Lewdown is well located for access to the A30 trunk road which provides the main east-west transport route for central Devon and Cornwall. The A30 provides links to Exeter and beyond. Lewdon also lies on the former A30 and this road provides good links to Okehampton and Launceston.

**Our Nature**
- Lewdown lies within Landscape Character Type 1D – Inland Undulating Uplands. Guidelines for development in this LCT seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character type.
  - There are no designated wildlife sites surrounding the village.
  - Lewdown sits within the catchment area for the River Tamar. The water quality in this catchment area is being monitored, particularly in relation to shell fisheries and/or levels of phosphorous and nitrates. If any development is proposed, early discussions with the Environment Agency will be required to look at ways to overcome any negative impact.

**Our Resources**
- By locating this level of development in Lewdown, a small proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon, albeit that it has only a limited range of services in the immediate locality. New development will support the retention of local services and community activities, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
  - There are opportunities for the redevelopment of some brownfield sites within the village providing opportunities for some or all of the minimum planned requirement of 40 homes to be accommodated on brownfield sites.
  - The agricultural classification of land in and surrounding Lewdown is comprised of Grade 3 (good/moderate) and Grade 4 (poor).
  - There are no designated Air Quality Management Areas in Lewdown.

**Our Heritage**
- There are very few designated heritage assets in the village and the location of new development is unlikely to have a negative effect on these.
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**Conclusion**

Lewdown is a village located in central West Devon. It has a small range of local services and facilities and these provide the community with access to a range of everyday essential requirements. Its location on the former A30 provides good links to other large service centres as well as to the main A30 trunk road. Although public transport is not able to support all commuter patterns, a two hourly bus service to Okehampton does provide good opportunities for local residents to travel by means other than the private car.

There are limited constraints in relation to the landscape and local infrastructure, although the extent of development will to some extent be limited by the capacity of the primary school which is not capable of expansion. There are sites which have been identified in the Land Availability Assessment which can accommodate the proposed planned minimum requirements. It is therefore recommended that the proposed planned requirements can be sustainably accommodated within the village.
m) Milton Abbot

The proposed minimum planned requirement for Milton Abbot in the December 2014 consultation was for a minimum planned requirement of 20 homes. Together with existing commitments, there is a total planned supply of 21 homes to be delivered over the plan period.

Settlement Appraisal Commentary

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| Our Communities     | • Milton Abbot is classed as one of the Borough’s main villages. It provides a reasonable range of basic services, including a primary school, village hall, church and public house. The village shop has closed in recent years.  
• Milton Abbot has seen a low-moderate level of growth between 2006/07 and 2013/14 of only 17 homes, although this does include the settlement of Chillaton. This is in comparison to other main villages such as Buckland Monachorum and Crapstone (the highest with 51 homes although this does cover two settlements) and Lewdown (the lowest with 4 homes). |
| Our Homes           | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 21 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
• The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Milton Abbot and address some of this need. |
| Our Economy         | • Milton Abbot is in the Plymouth Travel to Work Area. The zone of influence within which Milton Abbot is included estimates that between 10.1% and 25.1% of travel to work journeys are made to the Plymouth area (2004 South West Observatory).  
• There are a couple of local businesses operating within the area but the majority of employment opportunities will be available outside of the village in Launceston, Tavistock and Plymouth.  
• Journey times to the A386 for the main A386 north-south route across West Devon and to the A30 for the main east-west route across central Devon and Cornwall are relatively long (c. 13 minutes and 18 minutes respectively). |
| Our Wellbeing       | • Milton is an active village with a number of community organisations and clubs, including the Milton Abbot Players, a cricket club and a Neighbourhood Planning Group. Further development in the village could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.  
• Overall, Milton Abbot provides a range of basic services and facilities to ensure that residents have some access to everyday essential services that support healthy, active and inclusive lifestyles.  
• Primary age pupils attend Milton Abbot Primary School. The planned supply is projected to increase the number of primary age pupils by 5 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is limited capacity at the primary school and the school is not capable of expansion. The Primary School is slightly detached from the rest of the village but they are connected via a footpath and are within easy walking distance of each other.  
• The designated secondary school for pupils in Milton Abbot is Tavistock College. The planned supply is projected to
| **Our Nature** | • Milton Abbot lies within Landscape Character Type 2C – River Valley Slopes and Combes and 2D – Moorland Edge Slopes. Farmed Lowland Moorland. Guidelines for development in this LCT seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character type.  
• Milton Abbot lies to the north of the boundary of the Tamar Valley Area of Outstanding Natural Beauty and there are potential landscape implications on this designation as a result of new development. Development should be both sensitively located and designed to mitigate any potential negative effect.  
• There are a couple of Unconfirmed Wildlife Sites in the east of the village, including surrounding the school where there might be increased activity as a result of new development. Housing developments can have an adverse impact on adjacent wildlife sites due to disturbance and wildlife being killed by domestic pets.  
• There are no known water quality issues in the area. |
| **Our Resources** | • By locating this level of development in Milton Abbot, a small proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon, albeit that it has only a limited range of services in the immediate locality. New development will support the retention of local services and community activities, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.  
• There are limited opportunities for the redevelopment of brownfield sites. It is therefore accepted that the majority of the planned growth, including the proposed minimum planned requirement of 20 homes will need to be accommodated on Greenfield sites.  
• The agricultural classification of land in and surrounding Milton Abbot is comprised of Grade 3 (Good/Moderate) and Grade 4 (poor).  
• There are no designated Air Quality Management Areas in Milton Abbot. |
| **Our Heritage** | • The majority of the village lies within a Conservation Area and there are a number of listed buildings, including the Grade 1 listed St Constantine Church in the village centre. Some potential development sites adjoin the Conservation Area and any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects. |
## Minimum Planned Requirements Sustainability Appraisal

### Sustainability Appraisal Objectives

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<th>Option</th>
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<th>Our Homes</th>
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### Conclusion

Milton Abbot is a small village in the west of the Borough. It has a small number of local services, including a primary school, pub and village hall, although its shop and butchers have both closed in recent years. The village has seen fairly low levels of development in recent years and some additional growth could help to support the existing services and reintroduce new facilities if it is viable to do so. Other villages, such as Spreyton, Exbourne and Northlew are good examples of community initiatives bringing local shops back into use.

There are potential negative effects identified in relation to impact on the landscape character of the Area of Outstanding Natural Beauty and the heritage designations. The Land Availability Assessment has also identified limited site options and development will therefore need to be directed to those sites which are most sensitively located so as to mitigate for any potential impact. Smaller scale developments may be more appropriate than a single large scale development.

Some development will help to retain of local services and the existing provision of facilities and activities will support both new and existing residents. It is therefore recommended that the proposed planned requirement can be accommodated within the village but that this should not be increased unless specific schemes are identified through the neighbourhood planning process in order to achieve other sustainable benefits for the community which would outweigh any potential increase in car based traffic and the risk of social isolation.
n) Northlew

The proposed minimum planned requirement for Northlew in the December 2014 consultation was for a minimum planned requirement of 30 homes. Together with existing commitments, there is a total planned supply of 34 homes to be delivered over the plan period.

Settlement Appraisal Commentary

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| Our Communities  | • Northlew is classed as one of the Borough’s main villages. It provides a reasonable range of basic services, including a primary school, village hall, church, public house and village store.  
• Northlew has seen a moderate level of growth between 2006/07 and 2013/14 of 33 homes. This is in comparison to other main villages such as Buckland Monachorum and Crapstone (the highest with 51 homes although this does cover two settlements) and Lewdown (the lowest with 4 homes). |
| Our Homes        | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 34 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
• The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Northlew and address some of this need. |
| Our Economy      | • Northlew is in the Exeter Travel to Work Area. The zone of influence within which Northlew is included estimates that between 2.6% and 10% of travel to work journeys are made to the Exeter area (2004 South West Observatory).  
• There are a couple of local businesses operating within the area but the majority of employment opportunities will be available outside of the village in Okehampton and Exeter.  
• The village is within a reasonable distance of the A386 (10 mins) which is the main north-south route across West Devon. |
| Our Wellbeing    | • Northlew is an active village with a number of community organisations and clubs, including a community allotment association, amateur dramatic society, toddlers group, Silver Band and gardening club. Further development in the village could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.  
• Overall, Northlew provides a range of basic services and facilities to ensure that residents have some access to everyday essential services that support healthy, active and inclusive lifestyles.  
• Primary age pupils attend Northlew and Ashbury Primary School. The planned supply is projected to increase the number of primary age pupils by 8-9 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is capacity at the school to accommodate small scale development.  
• The designated secondary school for pupils in Northlew is Okehampton College. The planned supply is projected to increase the number of secondary age pupils by 5 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). |
per house). The College has some capacity but contributions to facilities and transport may be required from new development.
- Due to the location of Northlew and the range of services they provide (which is directed more towards everyday essential facilities and very limited local employment opportunities), there will be some reliance on the private car to access more employment, recreational and shopping provision elsewhere. The village is relatively isolated being located away from any main transport routes. There are very few bus services from Northlew, none of which are regular enough to support commuter trips and other regular activities.

**Our Nature**
- Northlew lies within Landscape Character Type 2C – River Valley Slopes and Combes. Guidelines for development in this LCT seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character type.
- There are a number of Unconfirmed Wildlife Sites surrounding the village, including some which are in close proximity to potential development sites. Housing developments can have an adverse impact on adjacent wildlife sites due to disturbance and wildlife being killed by domestic pets.
- Northlew sits within the catchment area for the Northlew Stream. The water quality in this catchment area is being monitored, particularly in relation to shell fisheries and/or levels of phosphorous and nitrates. If any development is proposed, early discussions with the Environment Agency will be required to look at ways to overcome any negative impact.

**Our Resources**
- By locating this level of development in Northlew, a small proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon, albeit that it has only a limited range of services in the immediate locality. New development will support the retention of local services and community activities, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
- There are limited opportunities for the redevelopment of brownfield sites. It is therefore accepted that the majority of the planned growth, including the proposed minimum planned requirement of 30 homes will need to be accommodated on Greenfield sites.
- The agricultural classification of land in and surrounding Northlew is comprised of Grade 3 (Good/Moderrate) and Grade 4 (poor).
- There are no designated Air Quality Management Areas in Northlew.

**Our Heritage**
- The central core of Northlew lies within a Conservation Area and there are a number of listed buildings. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.
## Conclusion

Northlew is a small village in the north west of the Borough. Although it is relatively isolated in terms of being located away from any main transport routes, it has a vibrant community with a range of community facilities which provide local residents with important everyday basis services.

There are limited constraints in relation to the landscape and local infrastructure. There are sites which have been identified in the Land Availability Assessment which can accommodate the proposed planned minimum requirements. It is therefore recommended that the proposed planned requirements can be sustainably accommodated within the village.
The proposed minimum planned requirement for Highampton in the December 2014 consultation was for a minimum planned requirement of 30 homes. Together with existing commitments, there is a total planned supply of 34 homes to be delivered over the plan period.

### Settlement Appraisal Commentary

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| **Our Communities** | • Spreyton is classed as one of the Borough’s main villages. It provides a reasonable range of basic services, including a primary school, village hall, church, public house and village store.  
• Spreyton has seen a moderate level of growth between 2006/07 and 2013/14 of 33 homes. This is in comparison to other main villages such as Buckland Monachorum and Crapstone (the highest with 51 homes although this does cover two settlements) and Lewdown (the lowest with 4 homes). |
| **Our Homes**   | • The proposal does not set out specific requirements in relation to types of housing. However, an additional 34 homes in the village will improve access to housing and, alongside other policies in Our Plan, a mix of types and tenures will be sought to address a range of local needs.  
• The Council has a newly arising need for affordable housing of 67 homes a year as evidenced in the 2013 Strategic Housing Market Needs Assessment. Additional development will help to increase the supply of affordable homes in Spreyton and address some of this need. |
| **Our Economy** | • Spreyton is in the Exeter Travel to Work Area. The zone of influence within which Spreyton is included estimates that between 10.1% and 25.1% of travel to work journeys are made to the Exeter area (2004 South West Observatory).  
• There are a couple of local businesses operating within the area but the majority of employment opportunities will be available outside of the village in Okehampton, North Tawton and Exeter.  
• The village is within a reasonable distance of the A30 which is the main east-west route across central Devon. |
| **Our Wellbeing** | • Spreyton is an active village with a number of community organisations and clubs, including a badminton club, bellringers, a cricket club, gardening club, keep fit and toddler group. Further development in the village could help to support and maintain these community initiatives and provide opportunities to deliver local community priorities and projects.  
• Overall, Spreyton provides a range of basic services and facilities to ensure that residents have some access to everyday essential services that support healthy, active and inclusive lifestyles.  
• Primary age pupils attend Spreyton Primary School. The planned supply is projected to increase the number of primary age pupils by 8-9 pupils over the lifetime of the plan (based on 0.25 primary age pupils per house). There is capacity at the school to accommodate small scale development.  
• The designated secondary school for pupils in Spreyton is Okehampton College. The planned supply is projected to increase the number of secondary age pupils by 5 pupils over the lifetime of the plan (based on 0.15 secondary age pupils per house). The College has some capacity but contributions to facilities and transport may be required from new
development.

• Due to the location of Spreyton and the range of services they provide (which is directed more towards everyday essential facilities and very limited local employment opportunities), there will be some reliance on the private car to access more employment, recreational and shopping provision elsewhere. The village is relatively isolated being located away from any main transport routes. There are very few bus services from Spreyton, none of which are regular enough to support commuter trips and other regular activities.

Our Nature

• Spreyton lies within Landscape Character Type 1D – Inland Undulating Uplands. Guidelines for development in this LCT seek to ensure that any development proposals associated with the settlement should maintain the existing settlement pattern across the landscape character type.
• There are no designated wildlife sites within or surrounding the village.
• There are no known water quality issues in the area.

Our Resources

• By locating this level of development in Spreyton, a small proportion of new growth is being directed to what is considered to be a ‘sustainable’ settlement in West Devon, albeit that it has only a limited range of services in the immediate locality. New development will support the retention of local services and community activities, helping to prevent the longer term loss of services in smaller communities and thereby helping to reduce use of and reliance on the private car.
• There are limited opportunities for the redevelopment of brownfield sites. It is therefore accepted that the majority of the planned growth, including the proposed minimum planned requirement of 30 homes will need to be accommodated on Greenfield sites.
• The agricultural classification of land in and surrounding Spreyton is comprised of Grade 3 (Good/Moderate) and Grade 4 (poor).
• There are no designated Air Quality Management Areas in Spreyton.

Our Heritage

• There are a number of listed buildings within the village. Any development should consider any impact on these designations and be sensitively designed and located to as to mitigate for any negative effects.

<table>
<thead>
<tr>
<th>Option</th>
<th>Sustainability Appraisal Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Our Communities</td>
</tr>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Spreyton</td>
<td>+</td>
</tr>
</tbody>
</table>
Conclusion

Spreyton is a small village located in the north east of the Borough. Although it is relatively isolated in terms of being located away from any main transport routes, it has a vibrant community with a range of community facilities which provide local residents with important everyday basis services.

There are limited constraints in relation to the landscape and local infrastructure, including capacity in the local primary school. However, there were limited options for potential development identified in the Land Availability Assessment and as such it cannot be fully evidenced that the village can accommodate all of the proposed planned minimum requirements. It is therefore recommended that the proposed planned requirements be reduced to 20 to bring it within capacity of the existing site available. This figure could be increased if further land and specific schemes are identified through the neighbourhood planning process.
## Appendix A – Sustainability Objectives

<table>
<thead>
<tr>
<th>SEA Topic</th>
<th>Sustainability Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Our Communities</strong></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>SA1 To promote community vitality, resilience and balance</td>
</tr>
<tr>
<td></td>
<td>Does it:</td>
</tr>
<tr>
<td></td>
<td>• promote a sustainable mix of uses which are compatible to their surroundings?</td>
</tr>
<tr>
<td></td>
<td>• promote the retention and development of community services and facilities?</td>
</tr>
<tr>
<td></td>
<td>• facilitate flexible working practices and enable people to live near to where they work?</td>
</tr>
<tr>
<td></td>
<td>• provide opportunities for communities to respond to unforeseen events and circumstances?</td>
</tr>
<tr>
<td></td>
<td>• promote social inclusion?</td>
</tr>
<tr>
<td>Population and Human Health</td>
<td>SA2 To respect, maintain and strengthen local distinctiveness and sense of place</td>
</tr>
<tr>
<td></td>
<td>Does it:</td>
</tr>
<tr>
<td></td>
<td>• enhance the quality and character of places?</td>
</tr>
<tr>
<td></td>
<td>• promote good design including density and site layout appropriate to the character of the location?</td>
</tr>
<tr>
<td></td>
<td>• encourage the use of local materials?</td>
</tr>
<tr>
<td><strong>Our Homes</strong></td>
<td></td>
</tr>
<tr>
<td>Population and Human Health</td>
<td>SA3 To provide access to all types of housing that will help meet needs</td>
</tr>
<tr>
<td></td>
<td>Does it:</td>
</tr>
<tr>
<td></td>
<td>• improve the mix and quality of housing stock, including open market and affordable to meet a range of needs?</td>
</tr>
<tr>
<td></td>
<td>• increase needed provision for specific sectors of the community e.g. the elderly, disadvantaged, gypsies and travellers?</td>
</tr>
</tbody>
</table>
### Our Economy

<table>
<thead>
<tr>
<th>Population and Material Assets</th>
<th>SA4</th>
<th>To encourage economic growth and prosperity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Does it:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• provide for the needs of the economy, particularly local businesses (such as choice of premises, services, infrastructure, skilled workforce)?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• support the growth of existing businesses and business sectors and encourage diversification into key growth sectors?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• encourage provision of jobs accessible to all?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• sustain an active and working countryside, including rural diversification?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• promote competitive town centres which enhance customer choice, retail offer and the individuality and vitality of the centre?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• improve access to high quality communications infrastructure?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• facilitate the creation of, or sustain local supply chains and retention of spending in the local economy?</td>
</tr>
</tbody>
</table>

### Our Wellbeing

<table>
<thead>
<tr>
<th>Population and Human Health</th>
<th>SA5</th>
<th>To improve health and wellbeing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Does it:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• improve the health of the community and encourage healthy lifestyles?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• encourage social interaction in public places?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• improve access to open space and sports, leisure and recreation facilities?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• improve walking and cycling provision?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• help people remain independent?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• promote a safe environment, through designing out crime and the fear of crime?</td>
</tr>
<tr>
<td>Area</td>
<td>Reference</td>
<td>Objective Description</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>-----------</td>
<td>-------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Population and Human Health               | SA6       | To ensure adequate and accessible provision of services and facilities                                      | Improve access to key services (education, shops, employment, recreation, health, community services, and cultural assets)?
|                                           |           |                                                                                                             | Enhance access to natural green spaces or the countryside?
|                                           |           |                                                                                                             | Provide safe pedestrian and cycle routes?
|                                           |           |                                                                                                             | Improve and/or sustain public transport or other sustainable transport modes?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Population and Human Health               | SA7       | To encourage sustainable transport options and make the best use of existing transport infrastructure?     | Reduce the need to travel, especially by car?
|                                           |           |                                                                                                             | Help provide walking/cycling/public transport infrastructure?
|                                           |           |                                                                                                             | Integrate well or improve the existing public transport infrastructure?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Our Nature                                |           |                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Landscape                                 | SA8       | To conserve and enhance the quality of landscape character                                                | Conserve and where possible enhance landscape character?
|                                           |           |                                                                                                             | Conserve and enhance the natural beauty and special qualities of protected landscapes and their settings?
|                                           |           |                                                                                                             | Maintain a high quality of undeveloped coastal landscapes and estuaries?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Biodiversity, Fauna and Flora             | SA9       | To conserve and enhance biodiversity                                                                       | Conserve and where possible, enhance biodiversity, including protected species and habitats?
<p>|                                           |           |                                                                                                             | Maintain and enhance green infrastructure?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |</p>
<table>
<thead>
<tr>
<th>Water and Climatic Factors</th>
<th>SA10</th>
<th>To protect and enhance water quality</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><em>Does it:</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>protect and improve freshwater, estuarine and coastal water quality?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>provide adequate utilities infrastructure that does not adversely impact on the environment?</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Our Resources</th>
<th>SA11</th>
<th>To mitigate and adapt to the effects of climate change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material Assets and Climatic Factors</td>
<td></td>
<td><em>Does it:</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>help to protect the community from changing weather patterns and environmental conditions and adapt to climate change?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>increase the ability of the community to be more self sufficient?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>reduce the need for energy use and/or reduce fuel poverty?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>support decentralised low carbon and renewable energy generation?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>facilitate the generation and use of renewable energy?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>support reductions in greenhouse gas emissions?</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Water and Climatic Factors</th>
<th>SA12</th>
<th>To minimise the risk from flooding</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><em>Does it:</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>reduce the risk of flooding to the development and surrounding areas?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>help to reduce the rate of run-off?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>promote sustainable coastal and flood risk management?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>encourage sustainable drainage?</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Soil and Water</th>
<th>SA13</th>
<th>To maintain and improve land quality</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><em>Does it:</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>make efficient use of land including previously developed land where appropriate?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>help remediate contaminated sites?</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <em>minimise the loss of good quality agricultural land?</em></td>
</tr>
</tbody>
</table>
| Material Assets, Water, Soil, Human Health and Population | SA14 | To minimise the production of waste and encourage the sustainable use of resources

*Does it:*
- *reduce the use of primary resources and promote the use of recycled materials?*
- *encourage the use of local products and services?*

| Air, Climatic Factors and Human Health | SA15 | To protect and improve air quality

*Does it:*
- *help improve air quality?*
- *support specific actions in designated AQMAs?*
- *help reduce pollution from traffic?*

**Our Heritage**

| Cultural Heritage | SA16 | To protect and enhance the cultural and historic environment

*Does it:*
- *continue to protect and enhance historical, archaeological and cultural assets and their settings?*
- *make a positive contribution to existing landscape, townscape and villages and their settings?*
- *promote uses suitable to the historic fabric of the site and surrounding area?*
Appendix B: Settlement Maps – Local Services and Facilities

- Bere Alston Page 70
- Hatherleigh Page 71
- Lifton Page 72
- North Tawton Page 73
- Bridestowe Page 74
- Buckland Monachorum Page 75
- Crapstone Page 76
- Exbourne Page 77
- Highampton Page 78
- Lamerton Page 79
- Lewdown Page 80
- Milton Abbot Page 81
- Northlew Page 82
- Spreyton Page 83
Key to Local Services and Facilities

- Health Facilities
- Education
- Green/Community Spaces
- Clubs/Societies
- Community and Faith Buildings/Civic Space
- Outdoor/Indoor Play/Recreation and Leisure Facilities
- Convenience Retailing/Post Office/Newsagents
- Pubs/Hotels
- Fire/Police Stations
- Petrol Station/Train Station