

## Appendix VIII

# Assessment of Reasonable Alternatives – Site Selection Process - Thriving Towns and Villages Policy Area

1.1 This appendix sets out an appraisal of the Thriving Towns and Villages Site Selection ‘reasonable alternatives’

1.2 Each relevant option will be assessed against the IA criteria in the following format. The Integrated Assessment Framework is below. For more information about the process please look at the main report.

Policy	Integrated Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1																	
2																	
<b>Commentary</b> <i>An overall description of the sustainability of each option, which will include consideration of any significant short , medium, long term, permanent, temporary, secondary, cumulative, synergistic positive or negative effect and any appropriate measures to improve the overall positive effects of the proposal</i>																	

The matrix will record the findings of the assessment by using the following:

Score	Significance
++	Major positive effects to achievement of the IA objective
+	Minor positive effects to achievement of the IA objective
0	No effect (either positive or negative) to achievement of the IA objective
-	Minor negative effect to achievement of the IA objective
--	Major negative effect to achievement of the IA objective
?	Impact on the IA objective is uncertain

## **Testing ‘reasonable alternatives for development’ within the Thriving Towns and Villages.**

The JLP sets out a strategy based on a hierarchy of sustainable settlements. Within this hierarchy a number of sites have been submitted through the SHLAA process and tested through the site selection process to identify what can be considered to be the ‘reasonable alternatives’ for development within the TTV policy area. This appendix sets out the Sustainability Appraisal of those ‘reasonable alternatives’ by settlement within the Thriving Towns and Villages. The JLP Councils undertook consultation on ‘reasonable alternatives’ on two occasions, firstly during July 2016 and then in November 2016. Unless otherwise indicated in the tables, this assessment is mainly of the sites put forward in the July consultation. In some settlements, there are additional sites included from the November consultation. This assessment also only focusses on those settlements in the Thriving Towns and Villages which have allocated sites within the JLP.

## **Settlements constrained by the South Devon AONB and the Tamar Valley AONB**

The Government gives great weight to conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. Within the AONB, planning permission should be refused for major developments other than in exceptional circumstances and where it can be demonstrated they are in the public interest. The JLP is mindful of the NPPF policy relating to the determination of planning applications for major development in the designated AONB.

In this context major development is development that would be likely to have a significant impact in terms of scale and magnitude. A small development of less than ten dwellings that is prominent in a relatively undeveloped area could be deemed major development. Equally, a bigger development in a relatively well screened location adjacent to a large settlement may not be major development. Each case is judged on its circumstance and merit.

The Local Plan takes a strategic approach in seeking to protect the Tamar Valley AONB and the South Devon AONB from major development that is not consistent with NPPF. In summary, the plan allocates sites for development within the designated areas only where there is exceptional reason, including the evidence where sites already benefit from planning permission or have previously been accepted as sustainable locations for development through a DPD process (and there is no new evidence to demonstrate that they are no longer sustainable) and where the development is in the public interest. Sites outside the designated AONB but potentially within relative proximity, have been selected to avoid significant impact on the setting of the AONB due to being visually prominent or sensitive, either by their location or by including policy measures required to mitigate and sufficiently reduce the impact, and strategically they are in the public interest.

There are 9 sites, listed below, in the designated AONB that have been identified as reasonable alternatives for development in the TTV part of the Local Plan. Details of their consideration are included in each settlement assessment.

- Noss-on-Dart, Dartmouth
- The Quayside, Kingsbridge
- West Alvington Hill, Kingsbridge
- North West of Kingsbridge
- Land West of West End Garage, Salcombe
- Land South East of Carehouse Cross, Stokenham
- Woolacombe Road, Bere Alston
- South of Woolacombe Road, Bere Alston

- Bonfire Hill, Salcombe

There are 9 sites, listed below, that are within the setting of an AONB. Details of their consideration are included in each settlement assessment, although there is no requirement to expressly identify exceptional circumstances and / or public interest.

- Land at Cotton, Dartmouth
- West of Belle Hill, Kingsbridge
- West of Palm Cross, Modbury
- Pennpark, Modbury
- West of Barracks Road, Modbury
- Shadycombe, Salcombe
- Green Park Way, Chillington
- North of Milizac Close, Yealmpton
- North of Riverford Farm Shop, Yealmpton

## Main Towns

The main towns will be prioritised for growth to enable them to continue to thrive, achieve strong levels of self-containment and provide a broad range of services. A number of strategic objectives have been developed for the main towns and it is important that the towns achieve these

### Dartmouth

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Dartmouth West	+	+	+	+	0	+	?	?	0	?-	0	?	+	-	0	0	+
Possible Extension to DI	+	+	+	+	0	+	?	?	0	?-	0	?	+	-	0	0	+
Noss on Dart	?	?	?	?-	0	+	?	?-	?-	?-	?-	?	?	?	0	0	?
Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient																	
<p><b>Commentary</b></p> <p>Dartmouth is an attractive coastal town sited on a steep hillside. It has a population of around 5500. The town has a rich maritime history and is a popular location for tourists. The town has a good level of shops and services including a variety of town shops, supermarkets, leisure facilities, secondary school provision and doctor's surgeries. The town lies adjacent to and partly within the AONB so any development proposals in this location will need to be carefully considered in the context of that landscape designation. A number of sites have been identified and consulted on as reasonable alternatives for development these are...</p> <p><b><u>Land at Dartmouth West and Possible Extension</u></b></p> <p>Land in this location has been previously allocated through a DPD and has been assessed as the best location to place development within the</p>																	

town of Dartmouth. The land was originally allocated through the 2011 Site Allocations DPD and planning permission has been granted for part of the site. The landowner has indicated that a planning application will be received in the summer of 2017 for the remainder of the site and that this will include a Masterplan for the whole site. The site is located some distance away from the town centre and therefore it is important the land adjacent to the site would allow for a more balanced community to be created in this location. A mixed use development including around 400 dwellings.

Careful consideration has been given to the location of the site in the setting of the AONB. The northern part of site that is allocated in the Dartmouth Site Allocations DPD (Site D1) benefits from planning permission: application 15\_51/2710/14/O for 240 dwellings on D1. This site has been previously tested through the Site Allocations DPD which demonstrated it to be a sustainable location for development, there is no evidence to suggest that this position has changed.

The southern part of site extends beyond the Site D1 boundary. The extension offers an opportunity to deliver a more sustainable form of development in that it can benefit from the existing infrastructure and the infrastructure that is to be provided through development of D1 which could in turn have secondary benefits of being able to deliver a higher level of Affordable Housing across the whole site. This is considered to represent the most effective way of delivering the needs of Dartmouth and the wider area. If the site were to be allocated the detailed proposals should deliver open space and strategic landscaping to help mitigate for any impacts upon the AONB, with full design details informed by landscape and visual impact assessment.

### **Noss on Dart**

Noss on Dart is an existing marina with associated land that hosts a mix of uses that lies across the river to Dartmouth within the parish of Kingswear. The site is based around the marina and is an important location on the river for maritime activity. There are limited facilities and is connected to Dartmouth via the higher ferry. Redevelopment of the site provides a rare and important opportunity to maintain and enhance maritime employment and associated services and facilities, including South Devon College, which occupies buildings on site. It is in a sensitive location, necessitating carefully considered policy criteria.

The site has been suggested for employment but there is also the suggestion for some residential to be provided alongside the redevelopment of this location. At a first glance, this location does not seem to fit with the overall strategy as the location is not within a first or second tier settlement, although it can be considered to be likely to meet demand for housing at Dartmouth and Kingswear (the latter being a sustainable village). Any proposed residential element of the development needs to be carefully considered, especially considering the location of Noss on Dart within in the AONB. The site is not easily accessible via the road network and is not located close to facilities and services, this could lead to those living in the properties being socially excluded from the local community by not being able to access day to day services. It would be important for proposals here to ensure that access to essential services was improved, maybe through improved ferry provision. It is important to assess this site in the context of major development within the AONB.

The site is recognised as having importance as a marina in this AONB, it is an historically active marina and continuing this use is deemed to be of significant importance to the local economy. There are no other locations within the Dart Estuary for this use to be established and developing a new marina would bring new development into the AONB which could in turn have greater impact. Therefore it is considered that this proposal could allow for the redevelopment and regeneration of an established use which would help support the long term viability of the site. The consultation set out that the site could provide 200 new dwellings this seems very large scale and it is hoped that this would be carefully considered in the context of the site's relationship to the AONB.

The site is also closely located to the South Hams SAC and any potential for development will need to be carefully considered against any impacts on greater horseshoe bats and their flight lines.

There is the potential here for development to have negative impacts depending on the type and scale of development proposed, the JLP will need to carefully consider the merits of locating development in this location.

### Exceptional circumstances and public interest

This site is a largely previously developed site with a long history of employment provision for the Dartmouth area. The site provides an exceptional opportunity for redevelopment for employment uses to continue the strong association of this former shipyard area at Noss-on-Dart with the wider marine economy of Dartmouth. It is therefore considered to be a reasonable alternative for development within the JLP area. The site's redevelopment would relate to the function of Dartmouth as a Main Town, it provides an opportunity to stimulate local employment supported by marine education, strengthening Dartmouth's traditional marine industry. The site is suitable in principle for employment and/or mixed-use redevelopment as it is currently in these uses, however it could benefit from a comprehensive redevelopment scheme for mixed-use development. In order for the site to work effectively and to remain well connected it will be necessary to secure permanent and regular provision of water-borne pedestrian links to Dartmouth. Any development proposals will need to be sensitive to the topography and landscape of this area and the marine environment, and retain the wooded valley character of this area of the AONB. Its regeneration could provide an opportunity to enhance this location and improve the character and special qualities of the AONB, subject to the use of sensitive design and materials. Any proposals will need to avoid any adverse effects on the South Hams Special Area of Conservation.

## Ivybridge

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
East of Ivybridge	+	+	+	+	0	+	?	?	?	?	0	?	+	-	0	?	+
Stowford Mill	+	+	+	+	0	+	?	+	?	0	+	?	?	+	0	?	+
Ivybridge Central Area	+	+	+	+	0	0	?	+	0	0	0	?	+	+	0	?	+
Further Sites East of Ivybridge	+	+	+	+	0	+	?	?	?	?	0	?	+	-	0	?	+
Woodlands Road	+	+	+	+	0	0	?	?	?	?	0	?	+	-	0	?	+
Woodlands Road Extension	+	+	+	+	0	0	?	?	?	?	0	?	+	-	0	?	+
Cordwood Road	+	+	+	+	0	0	?	?	?	0	0	?	+	-	0	?	+
Dame Hannah Rodgers School	+	+	+	+	0	0	?	+	?	0	0	?	+	+	0	?	+
Ivy dale	+	+	+	+	0	0	?	?	?	0	0	?	+	-	0	?	+

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient

## **Commentary**

Ivybridge is the largest town in the Thriving Towns and Villages policy area. The town has a good range of services and facilities including a variety of town centre shops, a supermarket, leisure facilities, primary and secondary school provision, doctor's surgeries. The town also has a railway station with regular services to Exeter and Plymouth. The town lies next to the Dartmoor National Park and this places a level of constraint to where development can be placed around the town. There are also air quality management issues and any proposed development will need to carefully consider the potential for impacts on this and any requirements for mitigation measures. The town lies next to the A38 which means it is well connected to the strategic road network however this could also be a constraint as to where development can practically go and achieve reasonable access to and from the A38.

A number of sites have been identified and consulted on as reasonable alternatives for development these are;

### **East of Ivybridge**

Land to the east of Ivybridge is proposed as a reasonable alternative for a mixed-use development with around 538 dwellings along with employment land. Part of the site currently has the benefit of planning permission with the remainder being discussed with the landowner. The site is well located adjacent to the existing settlement and close to the railway station providing an opportunity to link the development with other modes of transport. The site is some distance from the town centre services and it would be important to ensure that safe pedestrian and cycle links were created alongside the development to encourage people to walk and cycle to access local services. Enhancement of alternative modes of transport and Green Travel Plans are important to ensure potential impacts on the Air Quality Management Area (Western Road) are avoided and / or mitigated for. Strategic landscaping along the northern, southern and eastern extents of the area will need to be incorporated into any development proposals, to address the impacts on views from the National Park.

### **Stowford Mill**

Land at Stowford Mill has been proposed as a reasonable alternative for a mixed use development including around 97 homes, which reflects an existing planning permission. The site is the location of the former Stowford paper mill which ceased operation in the last ten years and became vacant. There are numerous buildings on the site which have historical value and therefore it is important that if the site were to be allocated that the design took into account the special character of the area in the design. The heritage assets could also be reused to provide a mix of uses which will bring some employment uses to the site, a matter that was scrutinised in the assessment of the planning application that was granted permission in 2016. The site is well located to existing services and facilities and provides a good opportunity to re-use this now redundant site

### **Ivybridge Central Area**

This site is located close to the town centre and provides a good opportunity to reconfigure the town centre should the land become available in the future. The site could provide housing for around 50 dwellings subject to the development proposal put forward. The site is well located to access essential services and facilities but could be difficult to deliver unless the land becomes available.

### **Further sites East of Ivybridge (Filham)**

This land is located on the eastern edge of Ivybridge and along with land outlined above which has the benefit of planning permission could help provide a comprehensive redevelopment of the area. The land is fairly prominent and there will be a need to ensure that adequate screening is put in place to mitigate for any impact on the National Park and the surrounding landscape. These sites are located on the edge of the existing settlement and there is a need to ensure that adequate links are in place to encourage walking and cycling to the town centre rather than increasing car usage, this is particularly important because of the existence of the western road air quality management area. A

positive aspect of the site is close proximity to the railway station and to the National Cycle Network.

### **Woodlands Road and Woodlands Road Extension (Stibb Lane)**

These two sites have been appraised together as part of the site already has the benefit of planning permissions so the assessment is looking at an extension of the existing site. The site is reasonably well located to the town centre and essential services and facilities can be accessed along existing safe walking routes. If the site were to be developed the north western edge of the extension site will need to accommodate strategic landscaping to provide visual containment of the development in views from the National Park.

### **Cornwood Road**

Land at Cornwood Road is located adjacent to the A38 road and can be accessed from Cornwood Road. The site is within walking and cycling distance of the town centre and development here could provide opportunities to smaller scale residential development

### **Dame Hannah Rogers School**

This former school provides respite care and specialist education for older pupils. It is currently part of a pre-app for residential development of around 30 houses. The site is well located to facilitate walking and cycling access to the town centre.

### **Ivydale**

This is a small scale site which is currently in pre-app for 10 dwellings. It is closely related to the existing development and would provide a good opportunity to provide some small-scale development on the edge of the town. Planning permission has recently been granted for four houses. The number of properties on the site was reduced to accommodate necessary drainage.

## **Kingsbridge**

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
West Alvington Hill	+	+	+	+	0	+	0	?	?-	?-	?-	?-	+	-	0	0	+
North West of Kingsbridge	+	+	+	?	0	0	0	?	?-	?-	?-	?-	+	-	0	0	+
The Quayside	+	+	+	+	0	+	0	+	?	?-	?-	?	?	+	0	0	+
Higher Union Road	+	+	+	+	0	0	0	+	?	?	?	?	+	+	0	0	+
Garden Mill	+	+	0	+	0	+	0	+	?	?	?-	?-	+	+	0	0	+
Avon Centre	+	+	+	+	0	0	0	+	?	?	?	?	+	+	0	0	+
Fore Street Carpark	+	+	+	+	0	0	0	+	?	?	?	?-	+	+	0	0	+
West of Belle Hill	+	+	+	?	0	0	0	?	?	?	?-	?	+	-	0	0	+

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient

## Commentary

Kingsbridge is a market town located at the head of an estuary. The town has a population of around 6000 and has a good range of facilities and a variety of town centre shops, supermarkets, leisure facilities, primary and secondary school provision and a GP surgery. Part of the town is located within the AONB and the EA have identified a critical drainage area across the whole town as it has a history of flooding. The town is accessible via the main road network of A379 and A381 but is some distance from the strategic road network. The remoteness of the town and its location within the AONB add to its distinctive character and mean that large scale development would not be appropriate in the town. A number of sites within the town have been allocated for development in former DPDs and some of the sites have the benefit of planning permission

It is important to the future self-sufficiency of the town that appropriate levels of development should take place to provide homes and employment for those that live in the community. Kingsbridge is significantly constrained by its position within and in the setting of the South Devon AONB. The reasonable alternatives draw on sites with planning permission and sites that are not within the AONB.

A number of sites have been identified and consulted on as reasonable alternatives for development these are.

### **Land at West Alvington Hill**

This site is located close to existing services and facilities including Kingsbridge Community College and within walking distance of the town centre. The site is a greenfield site on the edge of the town and is within the South Devon AONB. Development here will need to have regard to the special characteristics of the area and mitigate for any possible impacts on the environment through the location and screening of development within the site. The site has been proposed for around 60 homes and 2000sq m of employment space, for which planning permission was granted in 2015. The lane on West Alvington Hill is narrow and it will be important for any development here to ensure a scheme is safe and does not create congestion. The site will also need to carefully consider the impact of surface water drainage on adjoining land. The site will provide both homes and jobs for Kingsbridge.

### **Exceptional circumstances and public interest**

This is site K5 in the adopted Kingsbridge Site Allocations DPD Feb 2011 – for Mixed use development proposed by 2016 to include about 75 dwellings and 0.5 hectares of employment land. This is evidence demonstrating that this land has already been considered to be a sustainable location for development.

Development of this scale in this location (up to 60 dws and 0.5 Ha employment) has been granted planning permission, reference 28/0508/15/O, permitted 27 July 2015.

Opportunity to deliver housing including affordable housing, supporting the local community, consistent with the Main Town status of Kingsbridge and with NPPF paragraph 47.

### **North West of Kingsbridge**

This site is located north west of the town and is within the South Devon AONB. The site is positioned close to the hospital and the Norton Brook Medical Centre and within reasonable walking distance of other services and facilities. The site is gently sloping and it would be

important to ensure that any proposed development here did not have negative impacts on the AONB through the scale, location and screening of development within the site. The access roads to the site are relatively narrow and any proposed development would need to ensure that the development mitigated for any possible impacts on the road network. There are mature hedgerows around the site and it would be important to assess whether there is any wildlife value which could be enhanced or improved through the development of the site. The existing hedgerows should be maintained as much as possible as they provide a natural boundary to the site. Parts of the site are located within the flood plain and it will be important that no residential development takes place in these location, any development proposals will need to undertake a sequential test for the site to ensure development happens on those parts of the site with least risk of flooding. The site was originally allocated in the 2001 Site Allocations DPD and benefits from planning permission for residential including extra care.

### **Exceptional circumstances and public interest**

Residential development of this scale in this location has been permitted. This site has outline planning permission for up to 85 dws and 0.5 Ha employment 28/1244/13/O permitted 06 June 2014. This is evidence demonstrating that this land has already been considered to be a sustainable location for development.

It is noted that the South Devon AONB unit response to application consultation was no objection subject to waste water issues being fully and satisfactorily resolved.

Opportunity to deliver housing including affordable housing, supporting the local community, consistent with the Main Town status of Kingsbridge and with NPPF paragraph 47

### **The Quayside**

The Quayside has been selected as a reasonable alternative for a mixed-use development providing around 100 homes. The site currently hosts a mix of uses including car parking and other services and facilities such as a leisure centre (which would need to be retained) and is a key point of access to the water. At the higher part of the sites there are a number of redundant buildings. The site currently provides town centre parking and the loss of this would need to be carefully considered in the context of the town and access to parking for the local shops and services. The site itself is well located to the town and would provide ease of access to local shops, services and facilities. The site is within flood zone 3 and this could constrain the type of uses which are appropriate for the site. If development were to take place in this location it would be important to undertake a sequential test across the site to ensure that development did not exacerbate any existing problems. Impact on the AONB, in particular views from the Estuary, and the setting of the Conservation Area are important considerations.

### **Exceptional circumstances and public interest**

This site is currently allocated for development in the adopted Kingsbridge Site Allocations DPD Feb 2011 Site K2 – this is evidence demonstrating that this land has already been considered to be a sustainable location for development. Regeneration provides the opportunity to enhance this location and improve the character and special qualities of the AONB.

Opportunity to deliver housing including affordable housing, supporting the local community, consistent with the Main Town status of Kingsbridge and with NPPF paragraph 47.

### **Higher Union Road**

The site has been put forward as a reasonable alternative for development. The site is currently in use for a range of uses including auto repair and other retail sales outlets. The site is well located to the local services in the town centre and development would have easy access to existing shops and services. The site could be difficult to assemble given the different uses on the site and there would be a need to find alternative locations for some of the existing businesses. This could have a negative effect on these businesses. The site is located partially within Flood Zone 3 and therefore any proposals would need to ensure the only less vulnerable uses were located on these parts of the site and that flooding did not exacerbate any existing problems

### **Garden Mill**

The Garden Mill site is proposed as employment land for Kingsbridge. The availability of land for employment uses in Kingsbridge is very constrained due to the topography of the town, environmental constraints and appropriate land available for these uses. The site is currently in use for a range of employment type uses including Aspidistra Software, Samphire Foods LTD and some other uses such as South Moor Vets, the site is currently occupied although there are various plots within the boundary that could be developed for employment generating uses. Any future use of land here must be compatible with the existing uses on the site

### **Avon Centre**

This is a small site capable of accommodating around 10 dwellings, and lies adjacent to a retail outlet. The site is well connected to the town and could come forward as part of a comprehensive redevelopment scheme alongside land at Higher Union Road.

### **Fore Street Carpark**

This small site based close to the site on Higher Union Road could accommodate around 30 houses. It is well connected to the town centre and would provide opportunities for those living at this location to access essential shops and services on foot or by cycle. The site is currently in use as a car park and careful consideration will need to be given to any loss of services and facilities in the town. It lies adjacent to the Conservation Area.

### **West of Belle Hill**

Land west of Belle Hill has been selected as a reasonable alternative for residential development in this part of Kingsbridge. The site is relatively remote from the shops and services in Kingsbridge and rural in character. The site is located in the setting of the AONB and therefore any proposals for development must set out why the site has been identified in line with paragraph 115 of the NPPF as set out in opening paragraphs of this assessment. The site will be prominent in an elevated position in the landscape, and it is recommended that detailed landscape assessment work is undertaken to assess the possible impacts from any proposal.

In this respect it is noted that Kingsbridge is significantly constrained by its position within and in the setting of the South Devon AONB. Development of this site is considered to represent the most effective, available way of delivering the needs of Kingsbridge and the wider area whilst avoiding / minimising harm to the AONB. The detailed proposals will be informed by landscape and visual impact assessment.

## **Okehampton**

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Land adjacent to Exeter Road	+	+	0	0	0	+	0	?-	?	?	?	?	+	-	?	?-	+
Land adjacent to Exeter Road Industrial Estate	+	+	0	0	0	+	0	?-	?	?	?	?	+	-	?	?-	+
Land at Stockley Hamlets	+	+	?	0	0	+	0	?-	?	?-	?-	?	+	-	?	?-	+
Baldwin Drive	+	+	+	0	0	0	0	?-	?	0	0	?	+	-	?	?-	+
Land to the east of Okehampton	+	+	+	0	+	0	0	?-	?	?-	?-	?	?	-	?	?-	+
Land at Wonnacotts	+	+	+	0	0	0	0	+	?	0	0	?	+	+	?	?-	+
Old Mill	+	+	+	0	0	0	0	+	?	0	?-	?	?	+	?	?-	+

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient

### **Commentary**

Okehampton is an important market town in the northern part of the TTV area positioned close to the Dartmoor National Park. It is located on the A30, part strategic road network and this means it is in a good position to connect with the M5 and beyond. The town is also connected by rail to Exeter and there are long term plans to reopen regular passenger services between Okehampton and the city. It is important that the implications of any proposals are carefully assessed in terms of their impacts on the A30 as well as on congestion and related air quality impacts in the town centre. Okehampton has seen quite a lot of housing growth over the years and there are a number of allocations and planning consents which are due to come forward within the first part of the plan. It is important the infrastructure is delivered alongside the development and there are plans to explore opportunities to mitigate for traffic and travel and in particular ensure there is no further impact on the air quality management area. A number of sites have been identified and consulted on as reasonable alternatives for development these are...

### **Land adjacent to Old Exeter Road**

Land in this location has been identified as a reasonable alternative for employment uses. This location has been allocated for employment uses in previous development plan documents for West Devon and has been recognised as a key location for employment growth for the West Devon LPA. The land is still seen as strategically important in the context of the JLP, this land will provide employment opportunities within the northern part of the JLP area and will provide opportunities for employment along the A30 corridor. The site is visible from the Dartmoor National Park and therefore it is important to mitigate for any impact with adequate screening throughout the site. The site will also help provide the delivery of a new railway station which would have significant benefits in terms of travel to and from Exeter for work and leisure purposes.

### **Land at Stockley Hamlets**

Land in this location has been identified as a reasonable alternative for a mix of uses including approximately 150 dwellings. The land in this location is on the edge of Okehampton and the area does start to feel more rural in character. There will be a need to ensure that development here considers the rural character of the area and it is important that any uses proposed here do not impact on the amenity of any adjoining properties. The site is some distance from the town centre but is close to areas proposed for housing development, this will

provide good access to employment for new residents but it will also be important to ensure that the proposals do not add to traffic problems within the town. Development here might encourage increased car use by those who live the other side of town and wish to visit the site for services or to work

### **Baldwin Drive**

Land adjacent to Baldwin Drive is located adjacent to the proposed development land to the east of Okehampton. The site along with other land in this location has been allocated for development for some time and is slowly being developed. The land is located next to existing residential uses and will have limited impact in terms of the landscape and visibility from the Dartmoor National Park. The site is some distance away from the town and it will be important that any proposals in this location provide a transport strategy to help mitigate for any impacts on the town centre.

### **Land to the East Of Okehampton.**

Land at East of Okehampton includes a range of sites put forward for development. This land has been allocated in the West Devon Core Strategy has been identified as a strategic site to deliver large scale development. The site has been carefully considered through previous documents and continues to be seen as a good location for development. It will need to provide appropriate strategic landscaping and open space to assimilate into the landscape. It is some distance from the town centre but it is hoped that the inclusion requirements for public transport contributions will help to deliver options for travel and transport to the town centre and to avoid increased car usage. The proposal can also help support the delivery of a link road between Crediton Road and Exeter Road.

### **Land at Wonnacotts**

Land at Wonnacotts is a small site located close to the town centre, it is capable of delivering about 40 houses. The site has been included with different DPD documents over the years but is yet to come forward. The site is a partial brownfield site in close proximity to the main shops and services within the town and would be a good location for residential development. It will be important to ensure that any proposal here consider any potential impacts in terms of travel and transport and potential impacts on air quality in the town centre.

### **Old Mill**

The Old Mill site is a former mill site located close to the College. The site is well related to existing services and facilities. The site has a range of redundant buildings on it including a listed chimney. Part of the site is within a flood plain and therefore it is important that any proposals in this location carefully consider these constraints. The site is a partial brownfield site and it would be good to find an alternative use for the buildings to ensure their future viability of the building and ensuring the future of the listed heritage assets on this location.

## **Tavistock**

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Land at Callington Road 00554/2013	+	?	+	+	0	0	0	?	?	?-	?-	?	+	-	0	?	+
Land at Plymouth Road	+	?	+	+	0	+	0	+	?	?-	0	?	+	-	0	?	+
Land at Pixon Lane	+	?	0	0	0	+	0	+	0	0	0	?	0	+	0	?	0
Brook Lane	+	+	+	+	0	0	0	+	?	0	0	?	+	-	0	?	+
Kelly College	+	?	+	+	0	0	0	?	?	0	?-	?	+	-	0	?	+
Kelly College Prep School	-	?	+	-	0	0	0	-	?	?-	?-	?	+	+	0	?	?
New Launceston Road	+	?	+	+	0	0	0	+	?	?-	0	?	+	-	0	?	+

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient.

#### Commentary

Tavistock is the largest town in West Devon and the second largest town in the Thriving Towns and Villages area. It has a population of around 12450 and the town has a good range of services, facilities, leisure, primary and secondary schools, community hospital, doctor's surgeries, dentists and other health care. The town is connected to the A30 and A38 via the A386 and therefore not well served by the strategic road network. Proposals have existed long term to reopen the railway line between Tavistock and Bere Alston and then on to Plymouth. This proposal will help provide an alternative means of the travel for the town and hopefully help alleviate any identified traffic problems in the town. The town is also located close to the AONB and parts of the town are designated as World Heritage Site, these special designations will require careful consideration as sites are being considered through the planning process. Although not designated as a AQMA, there are areas in Tavistock where air quality is poor and it will be important to ensure that development does not exacerbate any identified problems. A number of sites have been identified and consulted on as reasonable alternatives for development these are...

#### **Land at Callington Road**

The site at Callington Road provides an opportunity for large scale mixed use development of around 750 dwellings and a primary school.

The site is located on a hill walk from town and this could mean that the site is less accessible in terms of walking and cycling particularly from the town centre. This could encourage the use of the private car to access essential services and facilities which could in turn have some negative impacts, however the site is located adjacent to the railway line and there are strategic plans to reopen the line in the future, this will mean that development in this location is well connected to Plymouth with the railway providing an alternative means of transport to the city for work. This could bring benefits to the town in terms of its connectivity. It would be important to seek contributions to a shuttle bus or local service to provide regular services around the town from this location.

Tavistock College can be accessed via the adjoining estate and the canal walk.

The northern part of the site is located close to the ridgeline and the site is visible in surrounding views, particularly to and from the

Dartmoor National Park. The size and location of the site on the edge of town close to the AONB and with parts of the site designated as a WHS means that the site has potential to have a negative impact on the sensitive designated areas. Very careful design criteria will need to be built into the policy wording to mitigate for any impacts on the designated landscapes, and regard will need to be taken of the World Heritage Site SPD.

If the site is to be carried forward to allocation there will be a need to ensure that the policy includes criteria which mitigate for the development this could include appropriate landscaping and screening; implementation of SUDs, net gains to biodiversity through the promotion, restoration and recreation of priority habitats; and the use of design principles to ensure that the development is sensitive to the special characteristics in the area. The site currently has the benefit of an outline planning permission and has been previously tested as a sustainable location for growth in the West Devon Core Strategy which was adopted in 20\*\* and provides the current development strategy to 2026.

#### **Land at Plymouth Road**

The site at Plymouth Road provides an opportunity for a mixed-use development site of around 115 dwellings and employment uses. The site is well located to the main A386 road on the southern side of the town. The site is well located to access the three supermarkets and other retail uses and services which are located close by as well as the local secondary and primary schools. There are also numerous other facilities and services within walking distances including vets, garages, The town centre can be accessed through a walk through the town park and along the river walk.

The site was previously allocated in the Core Strategy for predominantly employment uses with some small scale enabling residential This site is well located in the town to provide employment development as it is next to the main road to Tavistock.

If the site is to be carried forward to allocation there will be a need to ensure that the policy includes criteria which mitigate for the development this could include appropriate landscaping and screening; implementation of SUDs, net gains to biodiversity through the promotion, restoration and recreation of priority habitats; and the use of design principles to ensure that the development is sensitive to the special characteristics in the area

#### **Land at Pixon Lane**

Land at Pixon Lane is currently in use as an employment area and it is proposed that this area continues in this use. This area is currently made up of a number of small employment workshop areas and some other uses such as gyms, building supplies and car parts. The site has been used in this way for a number of years and provides an important extension to the services and facilities provided within the town. It is possible to walk to and from the town centre to this area via the park.

The site has been protected as an employment area for a number of years and it is felt that continuation of this is the best way to ensure that the mix of uses do not impact on the amenity of any residents in the area. It is important that the range of uses does not diversify too much otherwise the area may not be able to function as an employment area.

The site has been in use with potentially contaminating uses in the past and it is important that if the proposed use of the area or significant development were to take place that the proper remediation measures were taken to mitigate for any contamination.

Parts of the proposed area cover land around the cattle market and the carparking area which is used in association with this on market days, previous development plan documents have identified these areas under a bespoke policy which protects the market uses but also recognised

the need for a flexible approach to the redevelopment of the site if the market were to close. Parts of the area outlined on the map also cover residential development, fire station, doctor's surgery, it's important to ensure that the site is properly defined on the proposals map.

### **Land at Brook Lane**

The site is located on the outskirts of town in what feels like a more rural environment. The area is characterised by low density development and any further proposals in this location will need to reflect the character of the local area. The site could accommodate around 20 dwellings, no major constraints have been identified for this location. The site is in a good location to access the town's supermarkets, employment areas, main bus routes and safe routes to the secondary and primary school. The site is located on a level walk to the town and this will help those with mobility issues easily access services and facilities. There is limited opportunity for safe pedestrian access to the entrance of Brook Lane but beyond this point there are good pedestrian links to the town centre. The site is within easy access of National Cycle Network 27 which links the area to Tavistock College, the Canal Towpath and the cycle route to Yelverton. This provides opportunities to promote healthy lifestyles. Vehicle access to the site is achievable but any increased levels of development will need to be carefully considered.

The area is very rural in nature and there are natural field boundaries which could provide a natural edge to development within the site. The site is closely located to the AONB but it is well screened and if well designed the site could blend in with its surroundings. There are TPOs within the site which would need to be carefully considered. There is a County Wildlife Site within 400m of the site (Brook Mill Marsh) and two Unconfirmed Wildlife Sites within 500m of the site. A recent Phase I Habitat Survey did not identify any major ecological species within the site boundary.

The site is within a critical drainage. There is a watercourse on the western edge of the site and any proposals will need to ensure that SUDs are included within the site to ensure that there is no impact of run off affecting the water quality in the River Tavy.

The site is located along a rural lane but it is considered to be well located in terms of bus routes and key facilities and services, A sensitively designed small scale development could provide a sustainable form of development in this location.

The site now has the benefit of planning permission which was won on appeal.

### **Land at Kelly College**

Land at Kelly College is proposed for a small scale development of around 15 dwellings. The site is located close to the conservation area, listed buildings within the Mount Kelly estate and the Trendle Scheduled Ancient Monument, these factors along with the need to access the busy A386 road will have an impact on the scale of development within this location. The site is located some distance away from the town centre but is still within level walking distance and there is a regular bus service which passes by the proposed site. Walking distances to other facilities such as the school and supermarkets are further and this might encourage use of the private car. The site could provide an opportunity for small scale, low impact residential development.

In terms of other impacts the site is well screened and is not prominent in the landscape. It would be important to ensure that development proposals mitigate for any impact with adequate impact, particularly on the road frontage.

The site has recently received planning permission for 12 age restricted dwellings and is likely to be built within 2 years.

The site is close to a SAM known as the Trendle and it is important that any proposed development has regard to the heritage assets which lie

close to the site, it might be that the site also has some archaeological value and it would be appropriate to ask for further investigations to be undertaken prior to a start being made on the site.

### **Kelly College Prep School**

This site is located some distance from the town in an area which could be seen as being rural in character. The site forms part of the former Kelly Prep School which is now surplus to requirements following the joining together of Kelly and Mount House schools. This has led to the former prep school now being vacant and alternative uses for the site are being sought. The site has been put forward for housing.

The site is poorly located and not well served by facilities and services. It is close to the Pitts Cleave Industrial Estate, the Trout and Tipple Pub and Mount Kelly School which also includes an Olympic size swimming pool which is open to the public, but it is quite some distance from the town. It is likely that this would encourage the use of the private car. The road is well served by a bus route and there could be opportunities to increase the local bus service. The site has been previously developed and it would make a positive contribution to the effective use of resources to find an alternative use for the buildings, preferably one which did not encourage a great deal of travel by car. Dolvin Road is a AQMA /close to be designated as an AQMA and therefore it is important that any allocations or proposals for alternative uses do not exacerbate any existing problems. Further work could be done on this to assess possible impacts and if the site were to come forward a criteria could be added to the policy.

### **New Launceston Road**

Land at New Launceston Road is proposed for 150 dwellings. The site consists of a relatively flat field on the western edge of the town. The site is reasonably well located to the town and within walking distance of a number of services and facilities. The proposed site is located adjacent to other land and this could be explored to create a more comprehensive development location. The site is well related to surrounding development and additional homes in this location will be compatible with adjoining land uses. A pavement has recently been constructed which would enable safe pedestrian access to the town and there are other alternative routes available by joining the viaduct walk through the adjoining estate. The site is well located to access the local hospital, Tavistock College, Tavistock Community Primary School, pre-school nursery provision, the Meadows, a local shop /post office and a local pub.

The impact on the traffic at Spring Hill will need to be carefully considered and a detailed transport assessment should be submitted alongside any development proposals for the site

Interest in developing the site has been explored for a number of years and parts of the site were granted planning permission for a garden centre setting a precedent for some form of development to come forward in this location.

If the site is to be carried forward to allocation there will be a need to ensure that the policy includes criteria which mitigate for the development this could include appropriate landscaping and screening; implementation of SUDs, net gains to biodiversity through the promotion, restoration and recreation of priority habitats; and the use of design principles to ensure that the development is sensitive to the special characteristics in the area.

The site has recently received planning permission for 148 dwellings.

## Totnes and Dartington

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Sites consulted as reasonable alternatives – July 2016																	
KEVICC	+	?	+	+	0	0	0	?	?-	0	0	?	0	+	0	?-	+
Land at Ashburton Road	+	?	+	+	0	0	0	?	?-	?	0	?	0	-	0	?-	+
Great Court Farm	+	?	+	+	0	0	0	?	?-	?	0	?	0	-	0	?-	+
Follaton Farm	+	?	+	+	0	0	0	?	?-	?	0	?	0	-	0	?-	+
Transition Homes and Community Land Trust	+	?	+	+	0	0	0	?	?-	?	0	?	0	-	0	?-	?
Baltic Wharf	+	?	+	+	0	+	0	?	?-	0	?	?	?-	+	+	?-	+
Totnes Central Area	+	?	+	+	0	+	0	?	?-	0	?	?	0	+	+	?-	+
Dairy Crest	+	?	+	+	0	+	0	?	?-	0	?	?	?-	+	+	?-	+
Riverside	+	?	+	+	0	+	0	?	?-	?	?	?	?-	+	+	?-	+
Dartington																	
Webbers Yard and Sawmills Field	+	?	+	+	0	+	0	?	?	?	?	?	0	+	+	?-	+
Dartington ,Higher Barton Farm	+	?	+	+	0	+	0	?	?	?	?	?	0	-	0	?-	+
Dartington Foxhole	+	?	+	+	0	+	0	?	?	?	?	?	0	-	0	?-	+
Brimhay	+	?	+	+	0	0	0	?	?	?	?	?	0	+	0	?-	+
Sawmills Phase 2	+	?	+	+	0	0	0	?	?	?	?	?	0	+	+	?-	+
Broom Park	+	?	+	?	0	0	0	?	?	?	?	?	0	+	0	?-	+
Sites consulted as reasonable alternatives – November 2016																	
Beacon Park, Dartington	+	?	0	0	0	+	0	0	-	?	0	0	0	-	0	0	?
Woodlands Yard, Dartington	+	?	0	0	0	+	0	0	-	?	0	0	0	+	0	0	?
<p>Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient</p> <p><b>Commentary</b></p> <p><b>Totnes</b></p> <p>Totnes is the second largest settlement in the South Hams part of the TTV area. It has a population of around 8435. The town has a good range of services and facilities including shops, a supermarket, leisure, primary and secondary school provision, doctor's surgeries. The town also benefits from a railway station which runs regular services to Exeter and Plymouth. Totnes sites in the catchment area for the River Dart and parts of the town are in flood zone 3. Parts of the town are also designated as an AQMA and the impact of any development on these locations will need to be carefully considered. All sites put forward in Totnes will also need to carefully consider any impacts on the South</p>																	

Hams SAC either directly on the Greater Horseshoe Bat or their flight paths,

A number of sites have been identified and consulted on as reasonable alternatives for development these are.

### **KEVICC**

Land has been considered here for a development of around 130 dwellings. The land is currently in use as part of the King Edward Community College (KEVICC) which provides secondary education for pupils from Totnes and the surrounding areas. The school has been replacing its facilities over recent years and this has provided an opportunity to look at facilities and see if there is an opportunity to use the land in the school's ownership in different ways. Any proposals for development in this location will need to ensure that any facilities needed by the school are replaced by an equivalent facility. The site is located in the South Hams SAC and proposals will need to ensure that there is no impact on the protect Greater Horseshoe Bat or their flight paths. The site is well located in terms of access to the railway station and within walking distance of the town. There are air quality issues in the town and any development proposals will need to carefully consider the impacts of the proposals on air quality

### **Land at Ashburton Road**

Land at Ashburton Road has been identified as a reasonable alternative for housing and could accommodate around 90 dwellings. This land is located between Dartington Lane and Puddavine. The site is currently under construction for residential development as it was previously allocated in a previous DPD. The land is well located to access essential services and facilities and within easy walking distance of the secondary school. There are air quality issues in the town and any development proposals will need to carefully consider the impacts of the proposals on air quality

### **Great Court Farm**

Land at Great Court Farm has been identified as a reasonable alternative for residential development of around 75 dwellings. The land is located on the eastern edge of Totnes and feels quite rural in character as the land is currently in use for agriculture. It lies within the setting of the AONB. However, the farm is bordered by housing development on its western edge and placing development here could be a natural extension to the town. Many of the services and facilities are a reasonable walking distance from this site but there are regular bus services into town. There are air quality issues in the town and any development proposals will need to carefully consider the impacts of the proposals on air quality. The site has outline planning permission and a live application for Reserved Matters.

### **Follaton Farm**

Land at Follaton Farm is currently under construction for residential development for 60 dwellings. This land was previously assessed through a previous DPD process and is still considered to be a sustainable location for development. There are air quality issues in the town and any development proposals will need to carefully consider the impacts of the proposals on air quality

### **Transition Homes and Community Land Trust**

Land off Ashburton Road has been identified for a community land trust development of 27 houses. This land was previously assessed through a previous DPD process and is still considered to be a sustainable location for development. There are air quality issues in the town and any development proposals will need to carefully consider the impacts of the proposals on air quality

### **Baltic Wharf**

Land at Baltic Wharf is currently under construction for residential development, this land was previously assessed through a previous DPD process and is still considered to be a sustainable location for development. There are air quality issues in the town and any development

proposals will need to carefully consider the impacts of the proposals on air quality

### **Totnes Central Area**

Land in the centre of Totnes has been identified as a reasonable alternative for a mixed-use development scheme including 75 homes. Development in this location could lead to a better use of the central area of Totnes and there is an aspiration to improve the town centre and to provide a more cohesive development which improves and regenerates the town centre. Much of the area is in use for retailing and other uses and bringing this scheme forward does rely on the land being made available. Much of the land identified is in use as car parking and it would be important to ensure that adequate facilities were provided elsewhere as this area provides short term carparking which is of benefit of the shops and services within the town. There are air quality issues in the town and any development proposals will need to carefully consider the impacts of the proposals on air quality

### **Dairy Crest**

An area of previously developed land adjacent to the railway station that benefits from planning permission for a mixed use scheme including new homes, businesses, commercial and community uses. This site has a CRtBO on it. The land is located within the flood plain and is based around the former dairy crest buildings. Development here would provide a good opportunity to bring this redundant site back into use and regenerate the site. This land was previously assessed through a previous DPD process and is still considered to be a sustainable location for development. There are air quality issues in the town and any development proposals will need to carefully consider the impacts of the proposals on air quality

### **Riverside**

Land at Riverside has been identified as a reasonable alternative for a mixed-use development of 165 homes and employment land. The site was previously allocated within a DPD document and has planning permission. This land was previously assessed through a previous DPD process and is still considered to be a sustainable location for development. There are air quality issues in the town and any development proposals will need to carefully consider the impacts of the proposals on air quality. The site benefits from planning permission and the development is almost complete.

### **Dartington Sites**

Dartington is a second tier settlement in the JLP area and has a close relationship with Totnes and in the summer consultation they were considered together. Within the hierarchy Dartington is a smaller town with a good range of services and amenities including a primary school, shop, post office and pub. There are also the 'Shops at Dartington' which provide a range of shops selling a variety of goods. These shops along with Dartington Hall provide a retail and cultural offer which bring people to both Dartington and Totnes

### **Webbers Yard and Sawmills Field**

This site has been previously identified through a DPD and has planning permission for a mixed use scheme. The site is under construction. This land was previously assessed through a previous DPD process and is still considered to be a sustainable location for development.

### **Dartington, Higher Barton Farm**

This site comprises buildings and associated land at the centre of the Dartington Estate. There is a significant heritage constraint, with several listed buildings including formal gardens. The sensitive re-use of buildings may be possible together with limited development of neighbouring land. Whilst not the subject of a designation, landscape character is sensitive. Detailed landscape and heritage assessment would be necessary to inform appropriate development proposals.

### **Dartington Foxhole**

Land at Foxhole has been identified as a reasonable alternative for a mixed use development scheme including 130 homes. A former school and listed building requiring heritage assessment to inform appropriate development proposals. This site also has biodiversity interests including a large area of Ancient Woodland which would need to be appropriately conserved.

### **Brimhay**

Land at Brimhay is put forward as a reasonable alternative for residential development for around 14 dwellings. The site is currently in use for some small bungalow development and this will need to be demolished and the site reconfigured to accommodate any new residential development. The site is located close to existing services and facilities and is currently in residential use

### **Sawmills Phase 2**

See Webbers Yard and Sawmills Field

### **Broom Park**

Land at Broom Park is identified as a reasonable alternative to provide housing land for 100 houses. This is a large site located on the edge of Dartington. The site could accommodate around 100 houses. The site is located on an important approach road to Dartington on the junction with the church and the cemetery and it will be important to ensure that any development proposals do not impact on the character of the local area. The site could be better connected with the establishment of new safe walking and cycling routes particularly to the school. There is existing housing at Broom Park and there is a need to ensure that any proposals do not impact on the amenity of the local community who live in these houses. The site is currently well screened with mature hedgerows and there will be a need to ensure that these are maintained when the site

### **November 2016 Sites**

#### **DCF, Beacon Park, Dartington**

This site is located some distance from the main settlement of Dartington on the A385. The site has been identified as a reasonable alternative for employment development. The site is located adjacent to Beacon Park which is currently in use for a number of uses and this would enable an extension to the uses on the Park. The location of the site could lead to an increase in travel by car, however this is on the main road and this could be accessible by public transport. The site is also already in use and the level of additional traffic will depend on the proposed uses within any development. It will be important for any proposals to clearly set out any travel and transport implications for the site. Any proposal should also seek to improve pedestrian and cycle links to the site to try and discourage car based access and to allow

#### **Woodlands Yard, Dartington**

The site is located some distance from Dartington on the A384 close to a small residential area at Hexham's Cross. The site is identified as a reasonable alternative for employment use. The site is currently accommodates employment uses and has been put forward to maximise this location. The site is in a fairly remote location and any proposals here could encourage the use of the car to travel to and from the use, it would be important for any proposed uses to carefully consider how intensifying the use of this site will impact on travel and transport. This site also has biodiversity interests including a large area of Ancient Woodland which would need to be appropriately conserved.

## Smaller Towns and Key Villages

The smaller towns and villages perform a valuable role within the rural settlement hierarchy, providing a range of services and amenities that reduced the need to travel long distances to the main towns for many rural villages. The settlements which fall into this category are Bere Alston, Dartington, Hatherleigh, Lifton, Modbury, North Tawton, Salcombe, Stokenham/Chillington and Yealmpton. These settlements are all characterised by a level of services and facilities which can support the daily needs of the local community. These settlements are also connected to main towns via public transport.

These settlements make an important contribution to the TTV planning policy area. It is important to the strategy for the TTV area that these communities are provided with opportunities to continue to grow and thrive. Therefore, the JLP has developed a strategy which places what it considers to be appropriate levels of growth within the second tier settlements. It is considered that the levels of growth proposed have carefully balanced the special characteristics of the area such as the AONBs, the Dartmoor National Park, the World Heritage Site and the special qualities of the rural parts of the plan area with the need to ensure that local needs for homes and jobs are met in places which serve the local communities.

The tables below set out the ‘reasonable alternatives’ for development in these settlements.

### Bere Alston

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Woolacombe Road	+	?	+	0	0	0	?	?	?	?-	0	?	+	-	0	0	+
Woolacombe Road Phase 2	+	?	+	0	0	0	?	?	?	?-	0	?	+	-	0	0	+
South of Woolacombe Road	+	?	+	0	0	0	?	?	?	?-	0	?	+	-	0	0	+
Site adjacent to the Train station	+	?	0	0	0	+	?	+	?	?-	+	?	+	0	0	0	+

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient.

#### Commentary

Bere Alston is a second tier settlement in the JLP area and one of West Devon’s larger villages which lies within the AONB. The settlement provides a key functional role within this part of West Devon and there is a need to ensure that it can continue to grow at appropriate level to maintain the future sustainability of the settlement. It is fully recognised that the settlement is located within a very sensitive location, right in the middle of the AONB. However there is a recognised need to provide housing to meet local needs in this part of West Devon and out of all the settlements within the AONB this one is considered to be best placed to deliver this growth. Development here would have access to a good range of shops and services and would help ensure that those communities who wish to stay in this part of West Devon will have access to small scale residential development. A number of sites have been suggested for development within Bere Alston, however these sites have been rejected from the site selection process as not being reasonable alternatives mainly due to their sensitivity within the landscape. The village has a good provision of local services, including a range of shops, doctor’s surgery, sport, recreation, play facilities and a primary school. The village also benefits from a railway station which enables travel into Plymouth for work and in the future to Tavistock if the railway line is reopened. The level of growth proposed within Bere Alston could be classed as major development within the AONB and

therefore should be subject to the tests as set out in the NPPF.

As second tier settlement within the TTV area it is important that there is some level of growth to provide homes for those in need and to ensure the future sustainability of the town.

The following sites were assessed as reasonable alternatives:

**Land at Woolacombe Road (30 dwellings)**

Woolacombe Road Phases 1 and 2 forms two parts of a larger site located to the North of Woolacombe Road. Collectively these sites can deliver around 47 dwellings. Land south of Woolacombe Road can deliver a further 20 dwellings. The Woolacombe Road sites will deliver around 67 houses within this part of Bere Alston. Bere Alston is one of West Devon's main villages and is located within the AONB.

If the site is to be carried forward to allocation there will be a need to ensure that the policy includes criteria which mitigate for the development this could include appropriate landscaping and screening; implementation of SUDs, net gains to biodiversity through the promotion, restoration and recreation of priority habitats; and the use of design principles to ensure that the development is sensitive to the special characteristics in the area.

These sites are also likely to have to make contributions to mitigate for any impact on the Tamar European designated site. A study is currently underway to identify the recreational impacts associated with increased development and it is important that any possible impacts on the European Site are carefully mitigated for.

**Exceptional circumstances and public interest:**

Precedent of housing development in this part of AONB (appeal allowed for 17 dws on site adjoining western boundary of the allocation).

Opportunity to deliver housing including affordable housing, supporting the local community, consistent with the Key Village status of Bere Alston and with NPPF paragraph 47.

Furthermore Bere Alston lies entirely within the South Devon AONB. It is not possible to meet the housing needs without developing in the AONB

**Land south of Woolacombe Road (20 dws)**

In addition to the above the site has demonstrable support from the community in that it has been identified as a possible allocation in the Neighbourhood Plan.

Opportunity to deliver housing including affordable housing, supporting the local community, consistent with the Key Village status of Bere Alston and with NPPF paragraph 47.

The exceptional circumstances / public interest test does not, however, apply since proposed development is not considered to constitute

major development in the context of paragraph 116 of the NPPF. The settlement at Bere Alston provides a clear built context for development of this scale in this location and the proposal is not considered constitute major development.

**Land at the Station Bere Alston.**

This site has been put forward as a reasonable location for the provision of employment within the Bere Peninsula. The sites sit alongside the railway line and provides a key opportunity to develop the land for tourism or small-scale craft type uses in association with the railway line. The site is not strategic in nature and only covers a small area and this assessment questions whether it needs to be allocated to come forward or could there be flexible policies within the plan which would allow a redevelopment of the site. The station is easily accessible from the village but beyond that the road network is more constrained and any proposed used would need to carefully consider the impact of development on the road network.

If development were to be proposed in this location it is important that the uses allowed on the site are compatible with its location within the AONB and also the adjoining properties that are in the vicinity.

**Hatherleigh**

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Hatherleigh Market	+	?	+	+	0	+	?	+	?	+	+	?	?	+	0	0	+
Land north of A3072	+	?	+	0	0	+	?	+	?	-	0	?	+	-	0	0	+

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient.

**Commentary**

Hatherleigh is a second tier settlement within the TTV and it is located in the northern part of West Devon. The town has a good provision of local services, including a range of shops, community centre, doctor’s surgery, sport, recreation and plat facilities, business sites and a primary school. Traditionally a market town this has played an important role in the growth of this smaller town and also in defining its function within a wider area. A number of sites have been identified and consulted on as reasonable alternatives for development these are.

**Hatherleigh Market**

This site is well connected to the town and has been proposed as a reasonable alternative for mixed use development within the town including around 100 dwellings. The redevelopment of this site should also ensure the future of the market by providing some space or buildings to ensure that the market can continue to function each week. This is important to the future sustainability of the town as the market brings in large numbers of visitors to the town each week and encourages visitors to sample the shops and services within the town. The site has become available as the market is reducing the numbers of markets as the need for a cattle market is no longer required within this part of the TTV area. The redevelopment of this area will provide a good opportunity to enhance services and facilities within the town, provide new homes and also provide opportunities for employment uses. The site is located close to the town and its redevelopment will

provide a number of benefits

**Land north of A3072**

This site is located on the western edge of the town and provides an opportunity to provide 50 new homes and other uses including employment floorspace. The site is located adjacent to the recently constructed residential estate and further development in this location will benefit from the footpath links in place to serve this development. The site is prominent on this gateway entrance to the town and it is important that its impact is mitigated for, maybe through the creation of a gateway entrance to define the start of the built-up area.

If the site is to be carried forward to allocation there will be a need to ensure that the policy includes criteria which mitigate for the development this would include appropriate landscaping and screening; implementation of SUDs, net gains to biodiversity through the promotion, restoration and recreation of priority habitats; and the use of design principles to ensure that the development is sensitive to the special characteristics in the area.

**Lifton**

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Land at Glenhaven	+	?	+	+	0	0	0	?	?	?	?-	?	?	+	0	0	+
Strawberry Fields, Farm, Lifton	0	?	0	+	0	+	0	?-	?	?	?-	?	?	+	0	0	?

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient.

**Commentary**

Lifton is a second-tier settlement within the TTV, it is located in the north-west part of West Devon close to the border with Cornwall. Lifton has a functional relationship with Launceston and some of the secondary aged school children attend school in Launceston. The village has a good provision of local services, including a range of shops, doctor’s surgery, sport, recreation and play facilities and a primary school. The village also benefits from good access to the A30 and is considered to be in a good location to place development. A number of sites have been identified and consulted on as reasonable alternatives for development these are.

**Land at Glenhaven**

Land at Glenhaven is proposed for around 100 dwellings. The site is located close to the centre of the village and within walking distance of key services and facilities. It would make a logical extension to the existing village. The site fronts onto the main road and will require adequate screening to ensure that it does not have a significant impact on this entrance to the village or to the locally registered parkland to the south. The site is located reasonably close to the existing core of the village and this could encourage people to walk or cycle to the local facilities.

**Land at Strawberry Fields Lifton**

This site has been identified as a location to place additional employment growth. The land lies adjacent to the Strawberry Fields Farm shop

and could provide a good location to place employment uses which support the existing use of the site. The land is not considered to be a good location for housing development as it is located some distance from the core of the village. The location of the site could encourage increased use of the car to access the site, if other uses were located at the site this could mean that the levels of car based travel could increase.

## Modbury

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
West of Palm Cross	+	?	+	+	0	+	?	+	?	?	?	?	?	-	0	0	+
West of Palm Cross Extension	+	?	+	+	0	+	?	+	?	?	?	?	?	-	0	0	+
Pound well Street	+	?	+	+	0	+	?	+	?	?	?	?	?	-	0	0	+

### Commentary

Modbury is a second tier settlement in the JLP and is a small town located within the southern part of the JLP area benefiting from a main road and public transport links to Plymouth to the west and Kingsbridge to the south. Modbury has a good range of shops, services and facilities typically found in a small market town. Part of the town is within the AONB and any proposals for development will need care consideration for their potential to impact on the AONB or on views from the AONB.

It is important to the future self-sufficiency of the town that appropriate levels of development should take place to provide homes and employment for those that live in the community. Modbury is constrained by its position within the setting of the South Devon AONB. The reasonable alternatives draw on sites with planning permission and sites that are not within the AONB.

A number of sites have been identified and consulted on as reasonable alternatives for development these are.

### West of Palm Cross

Land west of Palm Cross is identified as a reasonable alternative for a mixed use development of around 90 dwellings and some employment uses. The land was allocated in a previous DPD and is now under construction. The site is considered to be a logical extension to the town and is within walking distance of the main services and facilities within the town. Development in this location will change the character of the local area and therefore it is important that appropriate landscaping and design recognise the sensitive quality of the environment.

Part of site is Adopted Rural Areas Site Allocation DPD RA and benefits from planning permission 35/0059/15/F permitted. The site is under construction. This is evidence demonstrating that this land has already been considered to be a sustainable location for development.

### West of Palm Cross Extension (West of Barracks Road)

Land is identified adjacent to the existing development site at Palm Cross as a reasonable alternative to provide around 40 dwellings and other uses. The site is well located in relation to the existing development site and the services and facilities within the town. It would be good for

the long term sustainability of the town if future development provided opportunities for homes and jobs, this would help support the community and provide opportunities to increase self-containment of Modbury. Traffic congestion can be a problem in the summer months and therefore the location of the proposal is helpful in that people can walk to access services and facilities within the town.

The site is effectively an extension of the current development referred to above. Development offers an opportunity to deliver a more sustainable form of development in that it can benefit from the existing infrastructure and the infrastructure that is to be provided through development to the north. This is considered to represent the most effective way of delivering the needs of Modbury and the wider area. If the site were to be allocated for development the detailed proposals will need to include strategic landscaping with detailed design and mayout to be informed by landscape and visual impact assessment.

**Pennpark**

The site is effectively an extension of the current development (TTV29.15, above). It is partly previously developed land and is surrounded by existing development, and is visually well-contained within the landscape. Development offers an opportunity to deliver a more sustainable form of development in that it can benefit from the existing infrastructure and the infrastructure that is to be provided through development to the north. This is considered to represent the most effective way of delivering the needs of Modbury and the wider area. The detailed proposals will be informed by landscape and visual impact assessment.

**Poundwell Street**

This site has identified as a reasonable alternative for a mixed use development scheme including 20 dwellings. The site is well located close to shops, services and facilities. The site is partially in use as a car park and any reuse of the site will need to ensure that appropriate levels of car parking are provided in the town

**North Tawton**

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Woollen Mill	+	?	+	+	0	+	?	?	?	?	?-	?	?	+	0	0	?
Batheway Fields	+	?	+	+	0	+	?	?	?	?-	?-	?	+	-	0	0	?

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient.

**Commentary**

North Tawton is a second tier settlement located in the northern part of the JLP area, this smaller town provides a range of services and facilities, has a number of large employers and has good functional links with Okehampton and with Exeter. This small town plays an important role in this part of the plan area and it considered a good location for development. Historically the town developed around the crossing of the River Taw when the Romans established a succession of military camps and there is evidence of a roman fort Nemetostio and a marching camp in the vicinity of the town. A number of sites have been identified and consulted on as reasonable alternatives for development

these are.

**The Woollen Mill**

The Wool Mill complex is the most significant reminder of North Tawton’s industrial heritage and therefore it is important that its architectural and historical significance is preserved along with the identity of the whole site. The site is well located within the settlement and provides an opportunity to regenerate a town centre site which could in turn, depending on the the proposed use, bring significant environmental and potentially social and economic benefits to the town. The site would need to be sensitively developed to ensure that the integrity of the historic buildings is maintained

**Batheway Fields**

The land at Batheway Fields are proposed as a reasonable alternative for around 60 dwellings. The land is located on a prominent entrance road to the town and could have an impact on the landscape character of the area. It would be important to ensure that any proposal would enable the creation of a high quality gateway entrance to the town.

**Salcombe**

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Bonfire Hill	+	?	+	0	0	0	?	?	?	?-	?	?	0	-	0	0	+
Shady combe	+	?	+	0	0	0	?	?	?	?-	?	?	0	+	0	0	+
Land adjacent to West End Garage	+	?	+	0	0	0	?	?	?	?-	?	?	?	+	0	0	+
Shadycombe Carpark	+	?	0	+	0	+	?	?	?	?-	?	?	?	+	0	0	+

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient.

**Commentary**

Salcombe is a second tier settlement located in the south of the JLP area, it is a popular holiday resort with a population of around 1800 people located about 4 miles south of Kingsbridge. It is a popular holiday destination and this helps support the local economy. The town has a good range of local shops and services, primary school and a health centre. Salcombe is completely within the South Devon AONB. One of the key issues in the town is the rising house prices and also the existence of a number of second homes, this means that the provision of affordable housing for local people is of particular importance.

**Exceptional circumstances and public interest**

Salcombe lies entirely within the South Devon AONB. It is not possible to meet the housing needs without developing in the AONB.

Furthermore, there are very few sites, of which this is one, where sufficient flat land exists that can be developed.

Opportunities are available through the allocations to deliver housing including affordable housing, and employment supporting the local community, consistent with the Town status of Salcombe and with NPPF paragraph 47.

A number of sites have been identified and consulted on as reasonable alternatives for development these are.

### **Bonfire Hill**

Land at Bonfire Hill has been identified as a reasonable alternative for development. The site is in a sensitive location within the AONB. This site has been previously allocated within a DPD and part of the site has been constructed. The site would have been carefully assessed through previous evidence gathering for the relevant DPD document and was considered to be a sustainable location for development.

### **Exceptional circumstances and public interest:**

Site is part of site RA3 allocated for housing development in adopted Rural Areas Site Allocations DPD. Site is the residue of site 41/1915/13/F (part) with planning permission that has been implemented. Note: AONB team response dated 28 October 2013 to application consultation states that “The Examination in public confirmed the allocation of the site for development and the AONB office there accepts the principle of development has been clearly established. The AONB office does not therefore raise an objection to the development at this stage”. This is evidence demonstrating that this land has already been considered to be a sustainable location for development.

### **Shadycombe**

Land at Shadycombe has been identified as a reasonable alternative for employment land. The site is located close to the water and it is hoped that any development could help and support marine industries to help the economy of the town. The site is in a good location to provide jobs and could provide opportunities to also build on the town's popularity as a tourist destination.

### **Exceptional circumstances and public interest:**

The area on land at Shadycombe, adjacent to the Creek car and boat park is already allocated for employment in Site RA4 in the adopted in adopted Rural Areas Site Allocations DPD. This is evidence demonstrating that this land has already been considered to be a sustainable location for development.

The current car park – This is a brownfield site within the existing built up area of Salcombe. Regeneration provides the opportunity to enhance this location and improve the character and special qualities of the AONB, subject to the sensitive scale and design of development.

### **Land adjacent to West End Garage**

Land adjacent to West End Garage has been identified as a reasonable alternative for a development scheme of around 20 houses. The site is located some distance from the town centre but within walking distance. The site is elevated, and has the potential to adversely affect the AONB landscape through the introduction of visually prominent development. Development proposals will need to incorporate strategic landscaping to help mitigate these impacts.

### **Exceptional circumstances and public interest:**

The availability of this piece of flat land is rare in Salcombe. Although likely to be considered major development it is considered that a carefully designed low impact scheme could provide a relatively high (for Salcombe) level affordable housing in a location with good access to services (notably shop and bus service).

### Shadycombe Carpark

Land at Shadycombe has been identified as a reasonable alternative for employment uses, the site is in a good location close to existing services and facilities. The site is currently in use as a carpark and it would be important to ensure that if the site were to be developed that adequate provision were made for carparking elsewhere.

### Exceptional circumstances and public interest:

This is a brownfield site within the existing built up area of Salcombe. Regeneration provides the opportunity to enhance this location and improve the character and special qualities of the AONB.

## Stokenham and Chillington

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Green Park Way	?	?	+	?	0	0	0	?-	?	?-	0	0	0	-	0	0	?
SE of Carehouse Cross	?	?	+	?	0	0	0	?-	?	?-	0	0	0	-	0	0	?

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient.

### Commentary

Stokenham and Chillington are listed jointly as they are considered to function together to provide a good range of services and facilities. The villages have been collectively designated as a second tier settlement. They are located within the far south east of the JLP area and are bordered by the AONB. The A379 runs through both settlements providing a good link road to Dartmouth and Kingsbridge but the road narrows as it goes through the villages and this has caused traffic problems at times particularly during peak holiday times. There is a recognised need to provide more family housing within the villages to help support new families in the local area.

The JLP recognises the important designated landscapes that are within the plan area but also evidence shows there is a need to provide more housing for families in the local area. This will help ensure that the community remains a balanced community with a range of housing. Currently the house prices are outside of the price range of local people and there is a need to address this otherwise in time the character of the local area will change

### Green Park Way

The site is identified as a reasonable alternative for a residential development of around 65 dwellings. The site is located within the setting of the AONB and it is important that the site is justified in line with paragraph 115 of the NPPF. There is an identified need to provide more family housing in the area and therefore this will need to be provided in the village to help support the future sustainability of the settlement. This site is located on sloping land to the rear of an existing residential area, it will be important that there is strategic landscaping to ensure the site does not impact on the character of the AONB, and that the development proposals are of a sensitive scale and appearance. The site is located within walking distance of existing services and facilities in the village. The village has a limited range of services and facilities and this could encourage use of the car to travel to alternative locations to access other services. There are regular bus services through the village. The main street through the village is very narrow and this causes some congestion in the centre of the village during peak time and it will be important to assess whether further development here will exacerbate existing problems.

SHDC Development Management Committee 15/3/17 resolved to approve application 0771/16/OPA subject to conditions and a s106 agreement. National Planning Casework Unit had received a request for the Secretary of State to consider calling in the application for his own determination. As such the application could not now be determined until a response is received from the NPCU. Letter from Secretary of State 27/3/2017 confirmed that SoS has decided not to call in this application. This is evidence demonstrating that this land has already been considered to be a sustainable location for development.

**SE of Carehouse Cross**

Land SE of Carehouse Cross has been identified as a reasonable alternative for residential development for around 30 houses. The site is well connected to the existing built up area and is located close to the main road. It will be important that development here does not impact on the character of the AONB. Like Chillington the village has a limited range of shops and services and local residents would need to either use the services and facilities in Chillington or travel to other larger settlements. This could encourage the use of the car and it has been identified that there are problems with traffic particularly during the summer months. There are regular bus services and it will be important that if development were to be located in the village that the traffic and travel impacts are properly assessed.

**Exceptional circumstances and public interest**

The test does not apply since proposed development is not considered to constitute major development in the context of paragraph 116 of the NPPF. The site is well screened and relatively contained due to surrounding topography, built form and vegetation. The size of the development proposed has been reduced to ‘up to 20 dws’, and reduced in extent from the more elevated southern field, and is therefore not considered to be major development.

Opportunity to deliver housing including affordable housing, supporting the local community, consistent with the Key Village status of Stokenham and Chillington and with NPPF paragraph 47.

**Yealmpton**

site	Assessment Criteria	
------	---------------------	--

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
North and east of Milizac Close	+	0	+	+	0	+	0	+	?	?		0	0	0	0	0	+
North of Riverford Farm Shop	+	0	0	+	0	+	0	+	?	?	0	0	0	0	0	0	+

Please note that for some criteria it will not be possible to measure the effect until the detailed planning application has been submitted particularly for those criteria relating to the design of the development and looking at ways of making development more energy efficient.

#### Commentary

Yealmpton is a large village located close to Plymouth and is well connected to both Plymouth and Modbury via the A379. It has been designated as a second tier settlement in the JLP. The village is well served with a range of shops and services including a variety of shops, pubs, a primary school and a health centre. Yealmpton is partly within the AONB. The village has seen moderate growth in recent years with allocated sites in the process of being developed.

Employment development is proposed for Yealmpton to support a balanced and sustainable community.

#### **North and east of Milizac Close**

Land here has been previously allocated within a DPD for a mixed use development including 105 dwellings. The residential part of this planning application is currently under construction. The site was previously assessed through a DPD and was considered to be a sustainable location for residential development.

Part of allocated site RA6 in the 2011 Rural Areas Site Allocations DPD: North and east of Milizac Close allocated for housing and employment. Site has planning permission – part of larger site for housing and employment at Milizac Close. This is evidence demonstrating that this land has already been considered to be a sustainable location for development.

#### **North of Riverford Farm Shop**

Land to the north of the Riverford Farm Shop has been identified as a good location to place employment uses for Yealmpton. The inclusion of additional employment land in this location is important to ensure the future sustainability of the village and to encourage new jobs to be placed within this settlement. The site is well located close to existing farm and retail uses and the inclusion of some employment land here could help support the diversification of the land to support employment generating uses. It would also support the employment floorspace provision included in the North and East of Millizac Close.

Site RA7 allocated for employment development in adopted Rural Areas Site Allocations DPD. This is evidence demonstrating that this land has already been considered to be a sustainable location for development.