

CHULEY ROAD, ASHBURTON

In response to a number of the larger landowners wishing to redevelop, the Chuley Road area is identified in the National Park Authority's Local Plan for mixed use redevelopment including housing, commercial and employment uses and public car parking. Dartmoor National Park Authority commissioned a Masterplan for the site which will be a framework for development and once approved any applications must place their piece in the wider Masterplan 'jigsaw'. The Masterplan will therefore set general principles for developing the site, which reflect community priorities for the site, balanced with what is feasible to deliver.

A plan is shown overleaf, more detail is available at www.dartmoor.gov.uk/ashburtonmasterplan. We would welcome your comments on the Masterplan, positive and negative. You may use this form to submit your comments, using additional sheets if necessary; letters and emails are also welcome.

- 1. Are the proposals consistent with the vision and objectives for the site?**
- 2. What do you like about the proposals, what would you change?**
- 3. Do you have any comments on the proposals for specific areas of Chuley Road?**
- 4. Do you have any other general comments on the Masterplan?**

Your details:

Name:
Address:
Email:

Please ensure we receive your comments by 12th December 2014

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THE MASTERPLAN

DP4 - Station

Office uses in Prigg Meadow and the Old Goods Shed should be sustained. The character and community use of the area should be improved through development of a small convenience store and a new use for the old station, together with opportunities for public realm improvements in Station Yard. A flexible approach will be required to achieve a viable future for the station which respects its heritage value, and may include retail, café/restaurant, community use and links with the store. Public parking will be required with the store and delivery routes/timings/vehicle size will be controlled by planning condition. A contribution to highway improvements will be expected.

DP5 - Hillside Plateaux

This development parcel is designated as an area of housing, with public car parking. The area of public parking should be maximised, with affordable housing lower priority. A contribution to highway improvements will be expected. The design and layout of this area will have to respond carefully to its location adjacent to the dual carriageway. Housing design should also utilise the topography of the site.

DP2 - Riverside

This is an area of housing, with public car parking. Public parking should be maximised, with affordable housing lower priority. Extensive work will be required to alleviate flood risk on the site. The new flood channel will provide a pedestrian link between Bulliver's Way and the Recreation Ground. Emergency and service access will be provided to the Recreation Ground. This will not be a through route; a Transport Assessment will be required to determine the most appropriate location to stop through access. Turning space for HGVs should be provided so long as it is required to serve businesses remaining on the site. A contribution to highway improvements will be expected.

DP1 - The Auction Rooms

The auction rooms have potential for a mix of commercial and residential use, though the retention of the current use would be consistent with the overall vision. There is opportunity for better use of the existing car park through private arrangement with local businesses and residents. A road link from the south would not be justified by the traffic numbers, on this basis DNPA would not be able to require contribution towards and, nor would it currently attract public investment. No development should take place which might prevent the construction of a road in the future.

DP3 - Central commercial

A flexible option, allowing for existing light industrial uses to remain or for a commercial-led mixed use development in the future with residential at upper floors. Redevelopment of this area is likely to be a medium to longer term prospect. Flood mitigation will be needed in order to enable development here, which is likely to require a collaborative approach between landowners. New residential uses on or adjacent to this area must not be located where they may threaten the continued operation of existing businesses. Flexibility around business parking, allowing either for existing arrangements to remain, or for new dedicated business user car parking to be provided as part of redevelopment.

 SITE BOUNDARY