

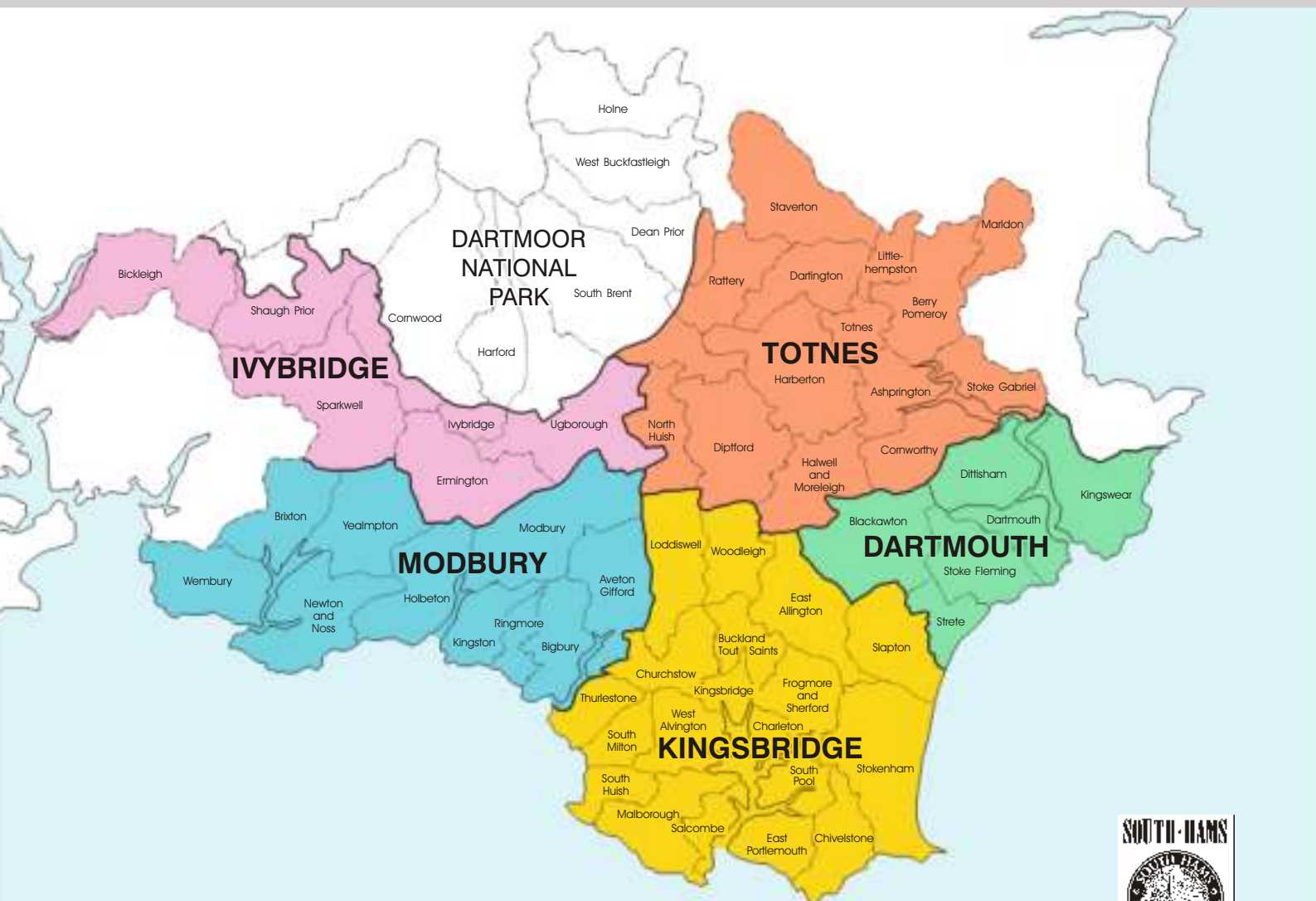
# SOUTH HAMS

## Local Plan

1 9 8 9 to 2 0 0 1

### Part 1: General Policies

General Policies covering the Dartmouth, Ivybridge, Kingsbridge, Modbury and Totnes areas



April 1996



# SOUTH HAMS LOCAL PLAN

*This document sets out the general policies which will apply throughout the South Hams during the period up to 2001. It should be read in conjunction with the documents which set out the detailed policies and proposals for the areas based around the five main towns - Dartmouth (Part 2), Ivybridge (Part 3), Kingsbridge (Part 4), Modbury (Part 5), and Totnes (Part 6).*

*April 1996*

# FOREWORD

## CHAIRMAN OF THE COUNCIL

*The adoption of the South Hams Local Plan is a major step forward for planning in the South Hams.*

*The Plan is the product of considerable hard work by members and officers of the Council. It is important that I also mention you, the people of the South Hams, who have commented on and contributed to the planning process in many ways, thus enabling the document to be prepared.*

*I am pleased to introduce Cllr. E.J. Laphorne, Chairman of the Local Plan Meetings.*



**Cllr. Mrs. J. I. Roskrige**



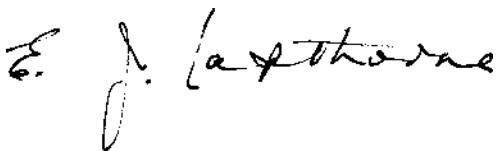
## CHAIRMAN OF THE LOCAL PLAN MEETINGS

*The South Hams is one of the most beautiful areas in Britain. It is worthy of the most stringent protection, yet we experience tremendous pressures for development and need to tackle problems like unemployment. Inevitably, there are conflicting requirements for the use of land. I believe that the Local Plan will help resolve many of those conflicts.*

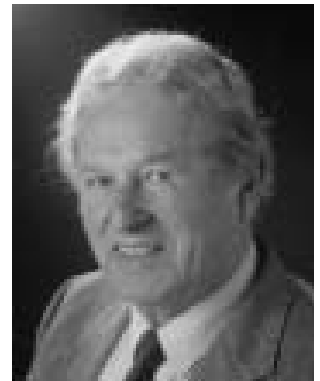
*In dealing with the planning process, the Council tries to involve Town and Parish Councils to a considerable extent. I think that this has been successfully achieved. I have certainly enjoyed meeting so many people interested in the future of our area and listening to so many views.*

*The previous Local Plans, adopted in 1988, have been very successful in resisting inappropriate change, promoting environmental improvement and safeguarding our unique heritage. The Council has tried to strike a balance between conservation and change in this document. I look forward to seeing its proposals implemented.*

*My fellow Councillors and I look forward to the continuing involvement of the people of the South Hams in planning the future of their area.*



**Cllr. E. J. Laphorne**



# CONTENTS

1.	<i>Introduction .....</i>	<i>page</i>	5
2.	<i>Planning Profile .....</i>	<i>page</i>	9
3.	<i>Town Village and Countryside.....</i>	<i>page</i>	13
4.	<i>Standards for New Development ....</i>	<i>page</i>	33
5.	<i>Environment and Conservation .....</i>	<i>page</i>	41
6.	<i>Transport.....</i>	<i>page</i>	57
7.	<i>Shopping .....</i>	<i>page</i>	66
	<i>Appendices .....</i>	<i>page</i>	70

## THE SOUTH HAMS LOCAL PLAN

- 1.1 The South Hams, outside of the Dartmoor National Park, is covered by this statutory Local Plan, prepared under the provisions of the Town and Country Planning Act. The Plan is prepared in a manner consistent with the new approach to development planning set out in the 1991 Planning and Compensation Act. It sets out the policies and proposals which the Council will follow in planning the future of the area.
- 1.2 The Plan describes the Council's views on how the South Hams can best develop for the benefit of both local people and visitors. It takes account of the concerns of local people and attempts to interpret them in a way which provides the basis for determining the most appropriate use of land.
- 1.3 The Plan provides a framework for local decision making. This will happen in particular through the development control process, in the determination of applications submitted for planning permission. The Plan attempts to achieve the very delicate balance between the need to protect the unique environmental character of the South Hams and the need to provide the appropriate levels of housing and employment land in particular.
- 1.4 The Plan is made up of the written statement, divided into six parts. Firstly Part 1 deals with general policies, then five separate sections (Parts 2 - 6) deal with the areas described below, together with five corresponding sets of maps. In the text, the formal policies and proposals are set out in bold type and, together with accompanying explanatory notes, are highlighted with a grey background.

*The areas covered by the plan are based around the five main towns in the South Hams*

### *The Areas Covered by the Plan*

- 1.5 The areas are based around the five main towns in the South Hams - **Dartmouth, Ivybridge, Kingsbridge, Modbury and Totnes**. That part of the South Hams in the Dartmoor National Park is covered by a separate Local Plan covering the whole of Dartmoor. This is prepared by the National Park Authority.



### *The Plan's Timescale*

- 1.6 The Plan covers the period up to 2001. For statistical purposes, the Plan also looks back to 1989.

### *Monitoring and Review*

- 1.7 The operation of the Plan will be continuously checked. The Council intends to review the Plan formally when necessary. New proposals will be made for the period up to 2011, in line with the Devon Structure Plan Review.

## **NATIONAL & REGIONAL PLANNING GUIDANCE**

- 1.8 In preparing the Plan, the Council has taken account of relevant government policy, mainly contained in Planning Policy Guidance Notes. These are regularly being updated, so that it is impossible for this Plan to be completely up-to-date. However, new policy guidance will be taken on board in reviewing the Plan.
- 1.9 Regional Planning Guidance for the South West has also now been published. This will influence the content of Local Plans across the region now and in subsequent reviews to 2011.

## **THE STRATEGY FOR DEVON**

### *The Devon Structure Plan*

- 1.10 The Devon Structure Plan sets out a strategy to guide planning in the County. It is prepared by the County Council and approved by the Secretary of State for the Environment. The Structure Plan Third Alteration was approved by the Secretary of State for the Environment in March 1994. It deals with the period 1989 - 2001, and this Local Plan accords with its strategy. In particular, the Local Plan identifies precise areas for development and shows the exact locations where various policies will be applied. The policies and proposals of the Devon Structure Plan are very important and those referred to in this Plan are set out in Appendix 1.
- 1.11 The Devon Structure Plan Review, looking forward to 2011, has been published in draft form. When finally approved it will form the strategic basis for the next review of the Local Plan.

## **PREPARING THE LOCAL PLAN**

- 1.12 In order to help the reader appreciate the Plan, it is useful to know a little about the background to earlier Local Plans in the South Hams.

### *The Community Appraisals*

- 1.13 In 1981, the Council launched a major public opinion seeking exercise and detailed survey of the South Hams, known as the Community Appraisals. An important feature of these was a detailed questionnaire sent to all the Town and Parish Councils. All of this work built up a unique picture of the South

Hams. The results of the questionnaire survey were published by the Council in 1982 in a document entitled "Community Appraisals: The Local Response".

### **Other Background Work**

- 1.14 While looking at local issues and opinions, the Council also consolidated its current planning policies and practices, and collected a considerable amount of useful, factual information. The results of this work were set out in loose-leaf files, entitled "Planning Policies, Practices and Programmes", and "Planning Facts and Figures".
- 1.15 All this research and survey work enabled the District Council to produce an important document entitled "The Future of the South Hams". Published in January 1983, the document looked at the period up to 1991, identified and examined the main issues of concern to the Council and drew conclusions which guided the preparation of the former Local Plans adopted in 1988.

### **The Former Local Plans**

- 1.16 Five Local Plans with a statutory horizon of 1991, together covering the same area as this Plan, were adopted in 1988 after an extensive series of Public Local Inquiries. The Plans have been very successful in meeting the challenges and changes taking place in the South Hams.
- 1.17 The South Hams Local Plan "fine tunes" those documents. There has been no need to make radical changes to the content. Draft reviews of the Local Plans were published in 1991. From those documents and over 500 responses which were received on them, a district-wide Local Plan was prepared and placed on deposit in February 1992. A public local inquiry took place in 1992/93, at which an independent Inspector heard over 100 objections. His subsequent report, and the modifications arising from it, have shaped the final form of the Plan.

*Local Plans adopted in 1988 have been very successful in meeting the challenges and changes taking place in the South Hams*

## **OTHER LOCAL PLANS**

- 1.18 Besides the Local Plan for the South Hams, Local Plans have been or are being prepared for the neighbouring areas of Plymouth, Caradon, West Devon, Teignbridge and Torbay. A Local Plan is also being prepared for the Dartmoor National Park.



---

## THE COUNCIL'S CORPORATE PLAN

- 1.19 Each year the Council publishes a "Corporate Plan". This sets out the Council's objectives, capital and revenue programmes for the subsequent 5 years, the budget for the financial year in question and details of all the services provided by the Council.
- 1.20 The Corporate Plan is a particularly important document. The 5-year programmes contained in it include many of the proposals in this Plan. Read together, the Corporate Plan and the Local Plan give a comprehensive picture of the Council's work.

## FURTHER INFORMATION

- 1.21 For any further information about the Plan please contact:

**The Forward Planning Team,  
South Hams District Council,  
Follaton House,  
Totnes, Devon. TQ9 5NE.  
Tel: 01803 861234**

- 1.22 Appendix 2 gives some useful addresses and Appendix 3 gives details of the publications mentioned above.

## THE UNIQUE SOUTH HAMS

- 2.1 The estuaries of the Rivers Yealm, Erme, Avon and Dart, the Kingsbridge Estuary, the Dartmoor Fringes, the varied coastline and the quieter countryside all contribute to the uniqueness and beauty of the South Hams. The whole area is one of the most attractive in Britain, visited by millions of people every year.
- 2.2 Towns and villages in the area vary in character. Some have changed little in recent years, but many others like Ivybridge, Chillington, Strete and Yealmpton have grown considerably.



### An Area Under Pressure

- 2.3 The 1991 Census reveals that over the previous decade the South Hams had the largest population increase of any district in the South West Region, with a 17% increase. The table below shows the scale of change from 1971 to 1991. About 80,000 people now live in the South Hams.

*Since this picture of Chillington was taken in the 1980's, still further development has taken place*

Population of Main Centres* <sup>1</sup>	1971 Census	1981 Census	1991 Census
Ivybridge	3,100	5,500	9,600
Totnes	5,750	5,550	7,000
Dartmouth	5,700	5,250	5,650
Kingsbridge	3,300	4,150	5,100
Woolwell	-	-	3,000* <sup>2</sup>
South Brent	1,900	2,150	2,800
Salcombe	2,500	2,200	2,200
Modbury	1,150	1,200	1,400
<b>South Hams Total</b>	<b>59,900</b>	<b>65,800</b>	<b>77,400</b>

\*<sup>1</sup> Figures rounded to the nearest 50.

\*<sup>2</sup> Estimated figure for Woolwell Estate, which lies within Bickleigh parish on the edge of Plymouth

- 2.4 In terms of age structure, at 1991 20% of the District's population was under 18 years old (compared to 23% nationally) whereas 28% of its population was over 60 years old (compared to 19% nationally). A summary of these statistics as related to the main towns of the District is illustrated below.

Age Groups	Ivybridge	Totnes	Dartmouth	Kingsbridge	South Brent	Salcombe	Modbury	South Hams	GB
<b>0 - 18</b>	28%	19%	18%	21%	22%	14%	21%	20%	23%
<b>60+ (Retired)</b>	13%	30%	32%	30%	27%	40%	28%	28%	19%

- 
- 2.5 Ivybridge has been one of the fastest growing towns in Devon. Tremendous changes have taken place there in a relatively short time. Many of its residents work in Plymouth but, increasingly, the town serves as a centre for the surrounding rural area. The Council is working to make the town more self-sufficient in jobs and services.
- 2.6 The growth of Plymouth has brought about much change. In order to meet the needs of the City, the Devon Structure Plan has provided since 1981 for large areas of development to the north at Roborough and Woolwell, and to the east of the City at Langage.
- 2.7 Dartmouth, Kingsbridge, Salcombe, Totnes and the beaches are very popular with tourists. During the summer the roads throughout the area are very busy. The area is also very popular for retirement and second homes. House prices are high in much of the District and this creates problems for many local people who cannot afford to buy property.

### ***Part of the Regional Economy***

- 2.8 Part of the South Hams is designated as an Assisted Area, and is therefore eligible for government assistance. Much of the District also enjoys European Union Objective 2 or Objective 5b status and qualifies for funding and assistance from the European Commission.
- 2.9 Much of the rest of the area is designated by the Rural Development Commission as a Rural Development Area, within which special assistance is available to help with employment and social development.
- 2.10 Unemployment rates are generally high and are of concern to the Council. Particularly high rates of unemployment are found in Totnes, in the coastal areas during the winter months, and in the western part of the South Hams.
- 2.11 Most people now work in the service sector, indicating the importance of tourism locally. Agriculture is still of major importance. Mineral working is an important source of employment in the Lee Moor area. Manufacturing business is now concentrated in the large estates at Lee Mill, on the edge of Plymouth and on smaller estates elsewhere in the District.

## **PLANNING ISSUES**

- 2.12 The main planning issues are:
- To conserve and sustain the area's outstanding environmental qualities and sites of environmental importance, in terms of landscape, ecology, wildlife, townscape and archaeology
  - To ensure that all towns are prosperous and able to provide a full range of services for their population and that of surrounding areas
  - To minimise the loss of young people from the area, particularly by making it possible for them to have housing in their local areas
  - To create new jobs and business opportunities, in order to reduce commuting and to strengthen the local economy

- To ensure the proper planning of Plymouth's sub-regional needs
- To look at each town and village and provide for its needs in a sustainable manner, protecting and maintaining its character and viability.

## PLANNING PRINCIPLES

- 2.13 All of the policies in the Plan must be read alongside each other and are subject to those in the Devon Structure Plan together with national and regional policies.
- 2.14 In considering any development proposal, the Council will look at all relevant planning issues. Decisions will be made in accordance with the development plan unless any other material considerations outweigh its provisions. This may lead to consent being refused for development which might seem to accord with the policies in this Plan. This may be because national, regional or county-wide policies have changed over-riding local considerations, because of the effect the development would have on adjoining areas, because of a lack of necessary infrastructure, or because of other detailed issues.
- 2.15 Detailed planning issues include the effect on local character, landscape setting, wildlife, traffic movement, road safety, parking provision, drainage, slope and configuration of a site, noise, effect on neighbouring properties, local amenity in general and any undue public expenditure that might arise from a proposal. Design, local character and landscape setting are particularly important considerations in Landscape Protection Areas, in Conservation Areas and in relation to Listed Buildings.

*The Council has provided an attractive and safe play area at Borough Park, Totnes*

## COMMUNITY FACILITIES

- 2.16 Community facilities range from sports centres to car parks, from village halls to public toilets. Facilities which are clearly linked to economic promotion, or are major and will serve a large population, are shown as proposals in the Plan. These will be promoted by the District Council, sometimes in conjunction with the private sector and other bodies. The Council's Corporate Plan gives details of their finance and programming.
- 2.17 From time to time needs arise for more modest facilities, such as a village car park, community room or children's play area, which are very important to the community concerned. These smaller scale requirements are generally not shown as proposals in the Plan, although the policies generally allow them to be met on suitable sites. This is because there may often be several sites which could be equally suitable for the facility. While the Council is aware of some of these needs now, it is difficult to predict what others might arise during the Plan period.



- 2.18 If requested and in response to any well organised local initiative, the Council will try to help in any appropriate way to provide the smaller scale facilities. This assistance can range from help in finding a suitable site, to planning and design advice, legal assistance, grant aid and loans, or through bringing in the expertise of organisations like the Rural Community Council.

## MAJOR DEPARTURES

- 2.19 In rare circumstances a major development proposal may be made which would be contrary to the policies of the Plan yet, if permitted, might have over-riding benefits to the District's economy and welfare. The Council will only formally consider such a proposal as a detailed planning application. The onus of proof of over-riding benefit is with the applicant. It is the Council's practice that such applications are normally determined by the full Council with the benefit of a recommendation from the Planning Committee.
- 2.20 If the Council can be satisfied that there is an over-riding benefit and do not wish to refuse the application, then it will be treated as a "departure" from the Plan and, if appropriate, the Devon Structure Plan.

### REMEMBER

- 2.21 If you are uncertain about any aspect of planning, please do not hesitate to contact the Council's Planning and Housing Department. The staff there will be happy to advise on all aspects of planning, including the need for planning permission and procedures involved, design and layout, the policies in the Plan, conservation, trees, wildlife and the landscape.
- 2.22 In checking to see how the Plan might affect your own development proposals, remember to check through and make sure you understand all the policies which might apply. For some forms of development several policies will be relevant.

## LEVELS OF CHANGE

3.1 The Devon Structure Plan establishes for the South Hams the broad requirements for housing and employment provision. This is obviously critical and greatly influences the content of the Local Plan. The current position is shown in the table below (Appendix 4 gives more detail about the various commitments):

*Table 1 : Strategic Requirements for the South Hams 1989-2001*

	Structure Plan Provisions 1989-2001	Completions 1989-1995	Sites with planning permission or under construction at April 1995	Local Plan Sites at April 1995	Total Commitments and Completions
Housing Provision (Dwellings)	5,100	3168	2274	349	5791
Employment Land (Hectares)	115.0	32.2	35.7	35.6	103.5

### *Commitments and Proposals*

3.2 At any time there is always a substantial amount of land with planning permission but not yet built on. The Plan has to take this into account while making new proposals. The Proposals Map shows major existing planning permissions at April 1995 so that new proposals can be related to them. These planning permissions are shown for information only. Showing them indicates the Council's commitment to the development of the land in question, but it does not infer automatic renewal of an expiring planning permission, since the details of the proposal may not be appropriate in future.

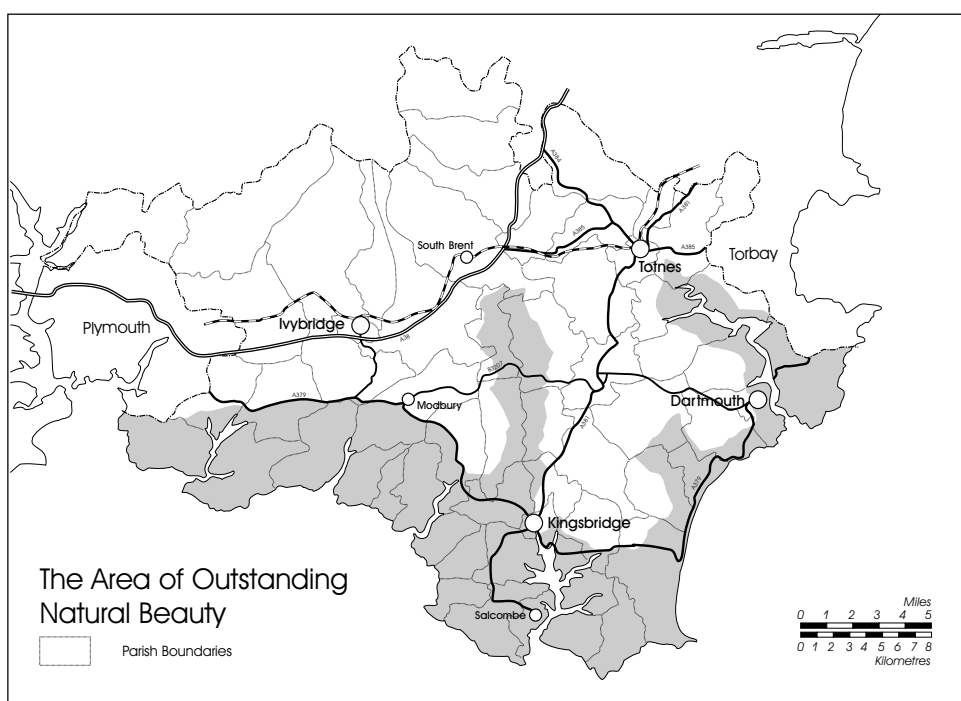
## DEVELOPMENT BOUNDARIES

3.3 The Plan identifies firm boundaries around all the towns and certain villages, within which development is normally acceptable. These Development Boundaries are an important feature of the Plan. They are based on a careful assessment of the character and setting of each town and village together with other important considerations, such as access.

### *The Landscape Policy Areas*

3.4 A large part of the South Hams has been designated as the South Devon Area of Outstanding Natural Beauty (AONB) because its landscape is of national importance. This is a particularly important designation. Other parts of the district are subject to other landscape protection policies. These are described more fully in paragraphs 5.2 - 5.10 of the Plan.

3.5 Within the AONB, the Devon Structure Plan states that the preservation and enhancement of the landscape will be given priority over other considerations. It does not normally allow any development unless it is necessary for the economic or social well-being of the locality or will enhance its character. Development is also carefully controlled in other landscape policy areas. Settlements within the landscape policy areas which are considered capable of accommodating a degree of development satisfactorily are shown in the Plan with a Development Boundary. This approach reflects the Council's belief that, in those settlements with the necessary service and infrastructure provision, a small or modest amount of development can assist in maintaining social or economic well-being. However, the fact that the settlement lies within a landscape policy area will remain a very significant consideration in the determination of development proposals.



### *Development in Towns and Villages*

- 3.6 Most towns and villages of the South Hams still have opportunities remaining for limited infill or small scale redevelopment. Each has been looked at individually and the Plan identifies those where a little development is either necessary or acceptable. Each of these has a Development Boundary drawn with its needs, capacity, setting and character in mind. Access and agricultural land quality have also been taken into account.
- 3.7 The landscape character of towns and villages within the AONB will be an important consideration. For villages not in the AONB, the Devon Structure Plan allows development in scale and character with them, particularly where it will make use of any spare capacity in services.
- 3.8 Some small villages which have a distinct character and identity do not have the services, scope or need to develop further. The Local Plan does not identify Development Boundaries for such villages.

## Policy Areas

3.9 Within some Development Boundaries there are areas where special control should apply because of their character or appearance, their particular role or their effect on the rest of the town or village. These areas are identified as Policy Areas in the Plan. Each is protected for a specific reason and policies which apply to them are set out in the Chapter on the particular town or village.



3.10

### SHDC 1: DEVELOPMENT BOUNDARIES

Within the Development Boundaries shown on the Proposals Map, development will be permitted where this is compatible with the character of the site and its surroundings, and where there would be no significant adverse effects in relation to traffic and parking, road safety, drainage, the landscape, wildlife and historic interests or local amenity.

#### Note

*The planning principles described in paragraphs 2.13 to 2.15 are important and will always apply. Design, local character and landscape setting are particularly important considerations in Landscape Protection Areas in Conservation Areas and in relation to Listed Buildings.*

*The old orchard site in Stokenham is an important site in the village. Its open character is protected by a Policy Area in the Plan*

## LAND FOR DEVELOPMENT

3.11 It is important that the Plan provides sufficient development land in the South Hams. The Council is required to ensure that adequate supplies of employment land and housebuilding land are available to meet the needs for jobs and for new homes, and this also assists the construction industry, an important local employer. However, it is also important to protect agricultural land and the appearance of this attractive area. The Plan aims to strike a good balance between these conflicting demands.

## EMPLOYMENT LAND PROVISION

- 3.12 The Plan provides for job opportunities through new employment land proposals and by safeguarding existing employment sites in the district. The bulk of new employment land provision is made at the western end of the district, related to the needs of the Plymouth sub-region.
- 3.13 The Devon Structure Plan requires a provision of 115 hectares (284 acres) of employment land for the South Hams over the period 1989 - 2001 (see Table 1 above). Of this total 22 hectares (approximately 55 acres) were added by the Secretary of State when he approved the Structure Plan, aimed at providing good quality employment land well related to Plymouth.
- 3.14 During the plan period, 32.2 hectares of employment land had been developed by April 1995 (just under 5.4 hectares p.a.), leaving a balance of 82.8 hectares to be provided (13.8 hectares p.a. over 6 years 1995 - 2001). At April 1995 there were 71.3 hectares of employment land already allocated in the Plan or with planning permission. This provides for over 7 years supply of employment land in relation to the Structure Plan requirement, or 13 years supply related to recent development rates. In addition, there are substantial areas of employment land held in reserve by individual companies for future expansion. (These figures are set out in greater detail in Appendix 4).
- 3.15 The Plan's proposals are within the band of conformity with the Structure Plan's provisions, and the Council does not consider that it is necessary to advance further land at this stage. Rather, new proposals should be advanced in the context of the review of the Plan. However, the situation will be carefully monitored and, should the rate of take-up of employment land accelerate markedly, or other circumstances arise, so that the provision made in the Plan appears likely to be insufficient and new proposals are not already in place in the context of the Plan's review, then the Council will consider a departure from the Plan (see paras. 2.19 - 2.20).

## LAND FOR HOUSEBUILDING

- 3.16 The Plan provides for homes through the identification of land for housebuilding and seeks to assist in providing for local housing needs through an exceptions policy. The approach taken is in line with the guidance set out in PPG3: Land for Housing.
- 3.17 The Devon Structure Plan requires a provision of 5,100 dwellings in the South Hams over the period 1989 - 2001 (see Table 1 above). Of these, 3,168 had already been built by April 1995, leaving a balance of 1,932 to be provided (322 p.a. over 6 years 1995 - 2001). At April 1995 there were 2,623 dwellings already committed through allocation in the Plan or with planning permission. However, not all of these will be taken up during the plan period and some will be allowed to expire. It is reasonable to make a 10% allowance for these, resulting in a figure of 2,361 dwellings (although a lesser percentage of expiries has been experienced in the South Hams over the past 10 years or so).
- 3.18 An allowance must also be made for windfall sites, that is, those housing sites which do not currently appear in the figures but which will arise through

infill, conversions and so on. Over recent years such sites have come forward at a rate approaching 400 dwellings p.a. However, it is reasonable to assume a lesser figure and the Plan allows for 200 dwellings p.a. arising from windfalls across the district, resulting in another 1,200 dwellings over the 6 years to the end of the plan period.

3.19 Taking commitments together with windfalls, the resulting figure of 3,561 dwellings provides for over 8 years supply of housebuilding land in relation to the Structure Plan requirement. (These figures are set out in greater detail in Appendix 4).

3.20 The above figures will be regularly monitored and updated. The appropriate future level of housebuilding land will be identified in future reviews of the Plan.

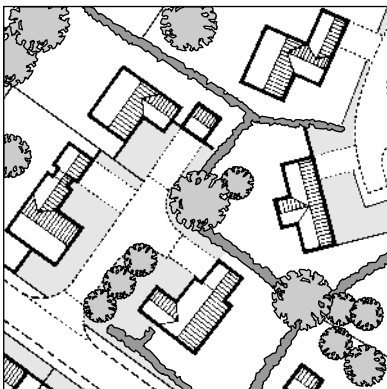


*In the 5 years from April 1986 to April 1991 an average of 822 dwellings a year were built in the South Hams*

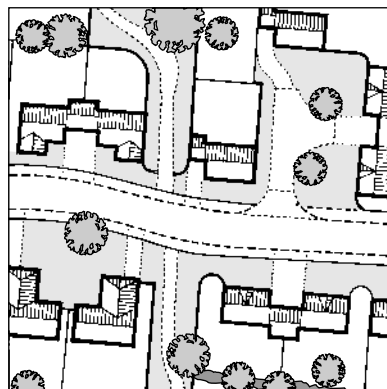
## RESIDENTIAL DENSITIES

3.21 The Plan specifies particular densities for the more significant sites proposed for residential development. The terms low, medium or high density are used. Low density can be taken as around 12 family homes to the hectare overall, with medium and high density at about 25 and 40 or more to the hectare respectively.

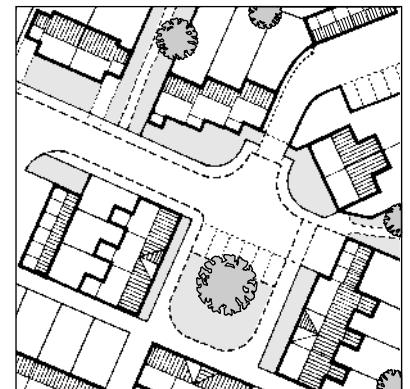
3.22 However, the overriding consideration is the site coverage by buildings. For example, it may be possible to develop a site with more small units to the hectare than specified above, say for the elderly, yet still achieve the same impact on the appearance of the area. For this reason each proposal will be treated on its merits, using the Plan for guidance. The Council will be publishing more detailed design guidance on matters such as this.



*Low density can be taken as around 12 family homes to the hectare overall. (5 per acre)*



*Medium density can be taken as around 25 family homes to the hectare overall. (10 per acre)*



*High density can be taken as around 40 family homes to the hectare overall. (15 per acre)*

## HOUSING FOR LOCAL PEOPLE

3.23 House prices in the South Hams are generally well above the national average and as a result it can be very difficult for local people to afford their first home in the area. The Council is also aware of very particular housing needs which exist; for example, those of local young and elderly people and the disabled.

3.24 These various needs are called locally generated housing needs, because they arise from local people or those with local connections who need to live or work in the area. Many of these needs cannot be easily provided for by private speculative development. To fill this gap, sites are required for low cost housing, elderly persons' housing, self-build schemes, housing associations and similar developments. The Council is determined to play a major role through both its planning and housing functions to ensure that these locally generated housing needs are met.



3.25 The Council sponsored a survey by Exeter University in 1987 in order to find out more about the housing required to meet local needs. This 100% postal survey had a 38% response rate, and revealed clear concern about the problem and a desire to deal with it on a local level. The survey indicated that up to perhaps 3,000 dwellings could be needed specifically for those with a local need. Given that some people will move and others will buy on the open market, it has been considered reasonable to assume that perhaps 1,800 dwellings could be required to meet local needs between 1989 and 2001. Recent comparable surveys in the rest of the country indicate that this figure is not unreasonable. Since 1989 the Council has enabled the construction of some 850 dwellings which have contributed towards the provision of housing for local needs. Firm proposals exist for the provision of about 200 more during 1996.

*Affordable housing has been provided on a site in Staverton*

3.26 In accordance with government guidelines, the release of sites to secure provision for local needs will often be additional to the provision already made to meet general housing demand. This recognises that particular local needs may justify the release of land that would not normally be allocated to meet general housing demand. However, it would be unrealistic to expect all such dwellings to be provided on "exception" sites within the Plan period. Some of the provision for local needs will also be met on sites within Development Boundaries.

3.27 In the South Hams the main need is currently for family housing to rent in the villages. The Council housing stock is able to meet the majority of needs for elderly accommodation, but many family houses have been sold through the Right to Buy legislation. The Plan seeks to assist in achieving affordable

housing provision to meet this particular area of need as a priority. The distribution of the need between villages varies over time, but a common register of needs is being prepared by the Council, which will bring together all available data on local needs for affordable housing in the South Hams, including that currently held by Housing Associations and on the Council's Waiting List. This will be an open register and will give a good indication of the scale and location of needs. In the meantime, the Council's Waiting List is often the best available indicator, although "snapshot" parish surveys are also undertaken in relation to specific proposals. The scale of provision in villages must be commensurate with local need and will also be controlled by the need to ensure that sites harmonise with their setting. In the South Hams this has meant that only small sites of no more than 10 dwellings have been developed. In the Council's experience, moreover, it has only been through the involvement of a Housing Association that the availability of affordable homes in perpetuity has been successfully secured.

3.28

## **SHDC 2: HOUSING FOR LOCAL NEEDS**

- 1. In order to meet identified local housing needs in settlements in the District, the Council will negotiate with developers to provide elements of affordable housing in new schemes on sites well related to community facilities and services and public transport routes, or which are suitable for development of high density schemes.**
- 2. In villages where affordable housing for local needs identified by the Council cannot be provided within Development Boundaries, permission may be granted, in exceptional circumstances, for small housing sites outside the Development Boundaries, commensurate with the identified needs, provided that:**
  - (a) the site is within or immediately adjoining the settlement;**
  - (b) the development harmonises with the scale and character of the locality;**
  - (c) the Council is satisfied that appropriate safeguards exist to guarantee that the initial and any subsequent occupancy of the dwellings can be restricted to those having an identified local need for affordable housing;**
  - (d) local services, particularly schools, are available to cope with the development; and**
  - (e) there will be no unacceptable impact on any Landscape Policy Area, Nature Conservation Site, Conservation Area or other site or feature of landscape, scientific, archaeological or historic interest.**

## Notes

### **Definition of local need**

*There is no clearly accepted definition of local need. It should normally relate to the parish area. Each case will have to be treated on its merits. In all cases, this policy will only apply to persons living or working in the local area, or with strong local kinship connections, who are unable to obtain housing in the open market.*

*In cases of subsequent occupancy, the individual settlement should be the first locality from which occupants are sought. The parish and then neighbouring parishes should be included in subsequent searches for occupants. It may be necessary to allow for persons from the rest of the South Hams, then from the rest of Devon, to be included, otherwise the units may be unmortgageable.*

### **Character of development**

*The planning principles described in paras. 2.13 - 2.15 of the Plan will always apply. Other Local Plan policies may also be relevant in the consideration of schemes.*

### **Legal agreements**

*Planning permission will normally only be granted subject to the completion of a Section 106 Agreement between the applicant, developer and landowner. This will seek to restrict continuing occupancy of the dwelling to those people with a local need.*

### **Discounted initial purchase and cross-subsidisation**

*For "exception sites", proposals to construct dwellings offering a discounted initial purchase price only will not normally be considered favourably and the building of "open market" houses on a part of a site, in order to support the low cost element, will not be acceptable.*

## DEVELOPMENT IN THE COUNTRYSIDE

- 3.29 Throughout Britain, it is well established planning practice to limit development in the countryside. This is in line with Government guidance and is the basis of much of the Devon Structure Plan. The aim is to protect valuable agricultural land and the unspoilt beauty of the countryside.

### **The Landscape Policy Areas**

- 3.30 The Devon Structure Plan has several important policies to protect our sensitive and valued landscapes and coastline from development. These policies are dealt with in more detail in Chapter 5 and are reproduced in Appendix 1 for information.
- 3.31 Boundaries for the Coastal Preservation Area (CPA) and Areas of Great Landscape Value (AGLV) are identified in the Plan which also shows the boundaries of the South Devon Area of Outstanding Natural Beauty (AONB) and Heritage Coast. Boundaries are shown on the Proposals Map. Policy SHDC 3: Development in the Countryside (set out below) applies to all parts of the District, including CPA, outside of Development Boundaries and the Dartmoor National Park.



*The Plan aims to protect valuable agricultural land and the unspoilt beauty of the countryside*

## SHDC 3: DEVELOPMENT IN THE COUNTRYSIDE

In the area defined as the Countryside on the Proposals Map development will be strictly controlled. Only the following forms of development will be permitted, providing that there would be little adverse impact on the character, appearance, wildlife or amenities of the area:-

1. Dwellings for which there is a proven agricultural need, provided that existing dwellings on the holding occupied by persons solely or mainly employed or last employed in agriculture, or their dependants, continue to be so occupied;
2. Other development for which there is a clear agricultural need;
3. Housing for local needs, to which Policy SHDC2 relates;
4. Alterations and extensions to existing buildings;
5. Changes of use of existing buildings, to which Policy SHDC4 relates;
6. Small new buildings for appropriate employment development, provided that they cannot reasonably be accommodated within a Development Boundary;
7. Community facilities essential to the well-being of the local community, such as public playing fields and associated changing rooms, public conveniences, public car parks, or village halls;
8. Development necessary for low key, casual recreation, such as small car parks, picnic sites, interpretive displays or recreational footpaths;
9. Appropriate tourist attractions, accommodation and facilities, to which Policies SHDC6 and SHDC8 relate;
10. Touring caravan and camping and sites, to which Policy SHDC7 relates;
11. Necessary roadside services for the A38.

### Notes

#### *Outside Development Boundaries*

*Outside Development Boundaries this policy should always be read alongside other policies of the Plan.*

#### *Character of Development*

*The planning principles described in paras. 2.13-2.15 of the Plan will always apply.*

### ***Landscape Policy Areas***

*Policy SHDC3 is subject to all relevant Structure Plan policies, in particular policies CDE3, CDE4 and CDE5 dealing with the Landscape Policy Areas, and referred to in paragraphs 5.4 - 5.10 of this Plan.*

### ***Essential need for dwellings***

*Any applicant claiming essential need for a dwelling will be requested to provide detailed information in support of the application and the Council may call on specialist advice in determining it. Material to the consideration of such applications will be whether an existing farm dwelling has previously been sold and the size of the proposed dwelling in relation to the size of the holding.*

*Agricultural need also embraces the essential housing requirements of horticulture and forestry. In very rare cases of exceptional, individual need, the Council is willing to consider special housing provision in connection with other appropriate forms of rural business.*

### ***Extensions to buildings***

*The Council is concerned to ensure that the size and scale of extensions and alterations to buildings should be in sympathy with their rural setting. In order to protect the rural scene the Council will be publishing design guidance on extensions in order to foster sympathetic treatment.*

### ***Employment development appropriate to the countryside***

*Employment development includes industrial and service businesses.*

*As a guide, small scale can be taken as a proposal of up to about 93 sq.m. (1000 sq.ft.) gross or a retail development of up to about 46.5 sq.m. (500 sq.ft.) sales space. When considering any proposal, the Council will have regard to the possibility of businesses growing, leading to problems of scale in the future.*

*Appropriate employment development perhaps requiring new buildings could include, for example: agricultural contractors; food processing and packing on farms; sawmills; or farm shops.*

*Applicants may have to satisfy the Council that they have considered the use of existing buildings in the locality for their business, including instances where a change of use or conversion might be appropriate.*

### ***Appropriate tourist attractions and facilities and camping and touring caravan sites***

*In considering proposals for tourist attractions and facilities and camping and caravan sites, the Council will also take into account the relevant Structure Plan policies. The Council will be concerned about the scale of proposals. Appropriate development can only be subordinate to the local scene and should not dominate it.*

## CONSERVATION AND CONVERSION OF RURAL BUILDINGS

3.33 It is sensible to re-use sound old buildings, especially to help in their conservation and to assist the rural economy. However, not all old buildings are suitable for conversion and some of the new uses proposed might be inappropriate. The Council wishes to encourage the conversion of appropriate rural buildings to employment uses, since this will help to improve employment opportunities in the countryside. Such conversions will generally be relatively small-scale. Conversions to residential use are unlikely to make a significant contribution to the rural economy.

3.34 Appropriate conversion of rural buildings to residential use is generally more difficult to achieve in the design sense than conversion to employment, recreational or community uses. The variety of external features often associated with domestic use and their visual impact on the rural scene are difficult to reconcile. The community and infrastructure needs of prospective residents are also an important consideration.

3.35 Such difficulties become increasingly marked when dealing with remote or isolated buildings. On the other hand, remote or isolated buildings may be well suited to conversion to employment generating uses, not only because of their scale or design but also because their distance from neighbouring homes minimises the likelihood of nuisance. However, such remote buildings are unlikely to be converted for employment purposes if they offer residential potential and command residential values. The visual impact likely to result from the residential conversion of a remote or isolated rural building is likely to be substantial. The number of trips generated to service the dwelling thus created would also be significant. From experience, for all these reasons it is very unlikely that the conversion of remote or isolated rural buildings to residential use will be acceptable to the Council.

3.36 Some proposals for residential conversion may be unsuitable for permanent occupation because of their construction, design or layout (e.g. lack of privacy or curtilage). However, in such cases the Council may be prepared to allow use for holiday accommodation, and will make this clear to the applicant for his consideration. Indeed, conversions to holiday use can contribute more to the rural economy.

3.37 Modern farm buildings may be considered for conversion to employment generating uses. However, such buildings can generally be re-used for agricultural purposes and are often neither sufficiently substantial in construction nor appropriate in design for workshop use, although they may be suited to storage.



*Good conservation practice requires care and sensitivity in the design of conversion schemes*

## SHDC 4: THE CONVERSION OF RURAL BUILDINGS

In the Countryside, proposals for the conversion of rural buildings to new uses will be permitted providing that:

- (1) the proposal would not be detrimental to the rural economy. Proposals for conversions to employment generating uses will be particularly encouraged;
- (2) the form, bulk and general design of the existing building and its proposed conversion are in keeping with their surroundings;
- (3) the building is capable of being converted without requiring major or inappropriate extension, alteration or rebuilding;
- (4) in the case of an historic building, the proposed conversion will not damage the fabric or character of the building and in the case of a Listed Building, the proposal will not damage the architectural or historic merit of the building;
- (5) the proposed new use is sympathetic to the rural character of the building and surrounding area;
- (6) the proposal would not be detrimental to the historic, wildlife or landscape resources of the area. Within Areas of Outstanding Natural Beauty the preservation and enhancement of the landscape will be given priority over other considerations.

### Notes

#### *The Countryside*

*The Countryside is the area outside Development Boundaries as shown on the Proposals Map.*

#### *Conversion for employment*

*The building must be solid, well constructed and not unsightly. Generally, traditional farm buildings and mills are the most suitable. Modern farm buildings may be considered but can often be re-used for agricultural purposes and are often neither sufficiently substantial in construction nor appropriate in design for workshop use, although they may be suited to storage.*

*The level of nuisance and disturbance likely to be caused by goods vehicles will be an important consideration.*

#### *Detailed planning matters*

*An adequate curtilage to the building for car parking, drainage, Building Regulations and environmental purposes is essential. The provision of services to re-use a building will also be important and should not entail undue public*

expenditure. Developers may be able to enter into legally binding agreements with either the Council or the service providers over service provision.

### ***Permanent residential and holiday use***

Conversions to residential use are an exception to the established planning practice of restricting the number of dwellings in the countryside. Therefore, where a conversion is for permanent occupation, then it should be for the minimum number of dwelling units which would provide for the appropriate conservation of the building.

Where a conversion results in a unit capable of occupation all year round, the Council will normally place no restrictions on who shall occupy it or when it shall be occupied. Where the accommodation is not by nature of its design capable of use as a dwelling (e.g. lack of external curtilage, lack of privacy, overlooking, distant/communal car parking) then the Council may still be prepared to grant permission, but restricted to holiday accommodation only.

### ***Design***

The Council is concerned to ensure that the size and scale of extensions and alterations to rural buildings should be in sympathy with their rural scene. In order to protect the rural scene the Council will be publishing design guidance on conversions in order to foster sympathetic treatment. Full planning applications will be required where change of use proposals are made for rural buildings which are considered by the Council to have architectural merit. This will enable consideration to be given to the detailed design proposals before the general principle of development is accepted.

### ***Protected Species***

Where a proposal involves a building where barn owls or bats are known to roost, the Council will seek the advice of English Nature.

## **TELECOMMUNICATIONS DEVELOPMENT**

- 3.39 Efficient telecommunications are an important element in helping to create a prosperous local economy, helping to improve the quality of life and opening up new opportunities for business developments such as teleworking. The reduced need to travel can also benefit the environment.
- 3.40 The Plan aims to assist the establishment of new telecommunications technology and the improvement of established networks, whilst seeking to continue to safeguard the environmental assets of the area.

### **3.41 SHDC 5: TELECOMMUNICATIONS DEVELOPMENT**

**Telecommunications development will be permitted, providing that:-**

- 1. there is no reasonable possibility of sharing existing facilities;**

2. **in the case of radio masts, there is no reasonable possibility of erecting antennae on an existing building or other structure;**
3. **there will be no unacceptable adverse impact on the character, appearance, wildlife or amenities of the area. Within Areas of Outstanding Natural Beauty the preservation and enhancement of the landscape will be given priority over other considerations.**

## SPORT AND RECREATION

- 3.42 It is important that opportunities for amateur sport and casual recreation are well-provided for in the South Hams, both to enhance the quality of life for residents and to help to meet visitor requirements. The outstanding countryside, coast and estuaries of the South Hams all play a part in this, but it is vital that specific provision is also made.
- 3.43 In rural areas opportunities exist for the re-use of redundant buildings, provision for improved changing facilities and dual-use of school premises and village halls. Policies SHDC3 and SHDC4 help in these respects. The Council already operates and manages sports centres at Ivybridge, Kingsbridge and Totnes, and the Plan makes provision for the development of a swimming pool and other leisure uses at Kingsbridge.
- 3.44 Standards of provision for open space and play areas in new development are set out in SHDC (paras. 4.23 - 4.26), and specific policies exist to protect particularly significant or vulnerable open spaces.

## TOURISM

- 3.45 Tourism involves a wide range of activities and types of development. Its impact is felt throughout the South Hams towns, villages and countryside. The Plan seeks to maintain a careful balance between cultivating tourism and protecting the valuable environment which is its mainstay.

### *A Strategy for Tourism Development*

- 3.46 The Devon Structure Plan sets out a strategy for tourism development in the County. It seeks to promote the lengthening of the tourist season, improve the quality of tourist accommodation and widen the range of facilities for tourists. It also seeks to spread the load of tourism by limiting its growth on the coast and, where appropriate, encouraging it inland. This general approach is supported by the Council.
- 3.47 As part of the growing service sector of the District's economy, tourism creates jobs and increases business opportunities. Visitors also help to sustain a wider range of community facilities than would otherwise be possible. The extension of the season will help to further these benefits.
- 3.48 The sensitive environment of the South Hams demands that any tourism development be carefully planned. The area has many attractive features to

appeal to visitors. The development of appropriate tourist related activities in the inland areas could help to relieve the pressure on the coast and on Dartmoor. For example, in principle the Council would generally welcome the conversion of country houses to small country hotels, activities holidays based inland, and other projects in keeping with a rural setting.

- 3.49 The Devon Structure Plan sets out broad policies intended to reconcile the needs of residents with the enjoyment of tourists, minimise environmental conflict and maintain a variety of tourist accommodation. This Plan gives more specific guidance for the control of development of tourist attractions, touring caravan and camping sites and hotels in seaside resorts. It also gives advice on how best to improve and manage the area so as to increase visitors' enjoyment of it (see paragraphs 5.11 - 5.12), and how to provide better information for tourists (see paragraphs 3.60 - 3.65 below). The aim is to maximise the benefits of tourism to the area, yet minimise the costs to residents and the environment.



### ***Tourist Attractions***

- 3.50 Tourist attractions are an essential part of our tourism industry. They can provide something to do in wet weather, help to bring people inland and provide enjoyment for local people as well as visitors. However, they need to be very well planned and the Council is keen to encourage very high standards in their design, layout and visitor management. The development of appropriate tourist attractions may be allowable in the countryside, (see paragraph 3.32). Policies in the Devon Structure Plan give guidance on what might be considered appropriate.
- 3.51 There have been proposals for tourist attractions in the South Hams which would have been out-of-scale or damaging to their attractive surroundings; surroundings that people visit the area to enjoy. This scale of development, which could also be the result of an expansion of an existing facility, will not be acceptable to the Council.
- 3.52 Development can gradually add to a property so that, while each addition might be modest and acceptable itself, the effect over a number of years is to create a complex of buildings and activities quite out-of-scale with the surroundings. The Council will have regard to this long-term possibility when considering individual applications and might query the developer's overall intentions. Where an enterprise is growing rapidly or long term problems could occur, the Council will inform the developer or operator of the problems of scale which may occur and attempt to reach some agreed informal development principles for the site.

*The impact of tourism is felt throughout the South Hams*

## SHDC 6: TOURIST ATTRACTIONS

Proposals to provide new, improved or extended tourist attractions will be permitted provided that:

1. They will cause no detriment to the landscape, wildlife and historic resources of the area. Within the Areas of Outstanding Natural Beauty the preservation and enhancement of the landscape will be given priority over other considerations;
2. They will make suitable use and result in the protection or restoration of any existing natural, archaeological, architectural, historic or industrial archaeological features;
3. They will be in keeping with the area in character, design and scale, will not be visually intrusive and will be satisfactorily screened and landscaped;
4. They will cause no detriment to the amenities of those living and working in the surrounding area; and
5. Access to the site will be adequate and parking provision can be satisfactorily made.

In the case of proposals to improve or extend the facilities of existing tourist attractions and sites, the likely effect of the proposed development in combination with the existing will be considered.

### Note

*This policy does not refer to tourist accommodation or other residential proposals, which will be dealt with in the context of Structure Plan policies and other relevant policies of this plan.*

### *Touring Caravanning and Camping*

- 3.54 Over the years there has been a steady increase in touring caravanning, albeit at a slower rate more recently. These are popular holidays, and appropriate provision must be made for them. However, the value of this type of holiday to the local economy is less than from most other types and its impact on the appearance of the area, though often temporary, can be considerable.
- 3.55 Surveys show that there is still a considerable number of unused pitches in Devon as a whole. At the peak of recent seasons, not all of the available pitches in the South Hams were occupied, although some of the coastal sites were full. The attractive coastal areas are unable to accommodate more pitches, and, in line with national guidance, new and expanded sites will not be permitted in that area which would be visible from the coast, that is, the Coastal Preservation Area. On the other hand, because the Council wishes to encourage more inland tourism, applications for new or expanded pitches inland might be permitted. However, such proposals will only be permitted when it can be shown that existing provision is inadequate.

3.56

## SHDC 7: TOURING CARAVAN/CAMPING SITES

Proposals for new or expanded touring caravan and camping sites will not be permitted in the Coastal Preservation Area.

Outside the Coastal Preservation Area such proposals will be permitted provided that:

1. existing provision for touring caravans/tents in the area is inadequate;
2. they will cause no detriment to the landscape, wildlife and historic resources of the area. Within the Areas of Outstanding Natural Beauty the preservation and enhancement of the landscape will be given priority over other considerations;
3. they will be in keeping with the area in character, design and scale, will not be visually intrusive and will be satisfactorily screened and landscaped;
4. they will cause no detriment to the amenities of those living and working in the surrounding area; and
5. access to the site will be adequate and parking provision can be satisfactorily made.

Proposals for improvements to facilities on any site will be determined subject to considerations 2-5 as set out above.

### *Hotels and Seaside Resorts*

3.57 Hotels are a particularly valuable part of the local tourist industry. Visitors staying in them tend to spend more per head and they create more jobs than other types of accommodation. If well appointed, they can attract visitors out of season. Proposals to upgrade the quality of existing hotels, establish new hotels in towns and villages, and changes of use to hotels in the countryside will be particularly welcomed by the Council, subject to detailed planning considerations.

3.58 The Council is particularly concerned to help maintain the appeal of the South Hams seaside resorts as tourist destinations. The conversion of hotel stock to other uses can seriously undermine a resort's attractiveness, and the Plan seeks to limit such losses.

*Bigbury beach is typical of the many fine South Hams Beaches*



3.59

## SHDC 8: HOTELS IN SEASIDE RESORTS

The change of use or redevelopment of an hotel to non-hotel use will only be permitted provided that:

1. the proposed use would be compatible with the building and its surroundings; and
2. (a) no significant loss of hotel accommodation in the resort or detriment to local employment through the loss of hotel accommodation will result; or  
(b) demand for the hotel accommodation no longer exists.

### Note

*For the purpose of this policy, the seaside resorts are Dartmouth, Salcombe, Hope Cove, Thurlestone and Torcross.*

## INFORMATION AND SIGNPOSTING

### *Information Networks*

- 3.60 Providing useful and clear information for residents and visitors is vital. Information should not only advise but also explain the character and history of the area, and therefore increase people's understanding and enjoyment of it. If well informed, people will make better use of the facilities provided for them, may appreciate and care for the area more, and visitors are more likely to return again.
- 3.61 The Council wishes to establish comprehensive, well thought-out information networks. A network of this kind would provide different levels of information appropriate to each location; for example, leaflets in Tourist Information Centres, information boards in laybys on main roads, signs to car parks and more detailed information displays in the car parks themselves. The information network should also include some of the more descriptive information needed. For example, well-designed boards illustrating local history and features of interest, could be erected at specific attractions such as the Erme Valley Path (see para 5.71), or in the centre of the towns.

### *Signs*

- 3.62 Signs are only a part of the information which needs to be provided. They are often necessary but a proliferation of them can spoil the appearance of the area.
- 3.63 Within the curtilage of the highway, signs require the consent of the County Council as Highway Authority and landowner. The County Council has a policy on signing local destinations and tourist attractions.
- 3.64 Signs outside of the highway curtilage normally need the express consent of the District Council. The Council will seek to minimise the number of such directional signs.

## SHDC 9: DIRECTIONAL SIGNS

Express consent will normally only be granted for one directional sign for an individual establishment, subject to satisfactory siting, design and size, however:

1. directional signs to establishments within a settlement where that settlement is adequately signposted from main roads, or for directional signs within the built area of a settlement, will not normally be granted consent; and
2. signs that conflict with highway signs, or which it is considered may distract drivers, or cause interference with visibility, will not be granted consent.

### Notes

#### *Conflict with highway signs*

*Conflict may be in location, the use of colour, symbols, lettering, layout or information.*

#### *What are appropriate establishments?*

*The District Council takes the view that appropriate establishments are strictly limited. They must be so significant to warrant signposting. Signs to bed and breakfast establishments would not normally be appropriate. The Council will try to persuade people to standardise signs.*

#### *Size and design of signs*

*Signs must be simple in design, small and not contain superfluous information. The Council will be pleased to offer advice in individual cases.*

## WASTE DISPOSAL AND RECYCLING

- 3.66 The District Council is responsible for the collection of waste but its proper disposal is the responsibility of the County Council, whose overall objective is to carry out the function at the least possible cost but in a sound, sustainable fashion. The County Council is working on the production of a Waste Local Plan.
- 3.67 Existing and new development places demands upon waste disposal sites, and the capacity and life of such facilities are relevant when considering levels of development in an area. Waste from the western part of the South Hams is taken to the waste disposal site at Chelson Meadow, Plymouth. At current rates of use, this will be exhausted by 2002. Waste from the eastern part of the district is taken to the Torbay Waste Transfer Station, Paignton, from which waste is taken for disposal elsewhere.
- 3.68 The County Council is actively searching for replacement sites across Devon, and will fully consult with all interested parties. The policies of this Plan will be prime considerations in the choice of suitable and acceptable sites. The Council will consider carefully the impact of any proposals on the local population and on the environment when responding to consultations.

- 
- 3.69 Reduction of waste, its re-use and recovery, and the recycling of waste materials are of increasing significance in dealing with this issue. The Council is firmly committed to a sustainable approach to waste management.

## MINERALS

- 3.70 Planning applications for the winning and working of minerals are dealt with by the County Council in consultation with the District Council. The Devon Structure Plan deals fully with mineral matters and a draft Minerals Local Plan for Devon was published by the County Council in 1994. The District Council in commenting on applications for the winning and working of minerals will have due regard to the Structure Plan and draft Minerals Local Plan policies.
- 3.71 There are various locations within the South Hams defined by the County Council as Mineral Consultation Areas. Shown for information only on the Proposals Map are the boundaries of these areas as defined in the 1994 draft Devon Minerals Local Plan. Certain planning applications within the Consultation Areas are referred to the County Council by the District Council in order that the County Council can co-ordinate consultations within the mining industry. The intention is to protect any valuable mineral reserves for the longer term and to ensure a “buffer zone” between built-up areas and a mine or quarry.

- 4.1 Increasing emphasis continues to be placed on the importance of quality in new development - quality of layout, design, materials and landscaping. Every new development presents developers, architects, engineers, landscape architects and planners with the opportunity to improve our living conditions and surroundings, including consideration of the needs of the disabled. To help everyone involved, this Plan sets out clearly the standards which should be aimed for in the South Hams.

## ACCESS HOUSING

- 4.2 Developers should consider whether the internal design of housing, and access to it externally, can meet the needs of the disabled, whether as residents or visitors. Access arrangements to non-domestic buildings are covered by the Building Regulations system. However, the Council will seek to negotiate elements of housing accessible to the disabled on suitable sites.

### 4.3 SHDC10: ACCESS HOUSING

**The Council will seek to negotiate provision for elements of access housing in new housing developments on sites which are generally level and which are well related to shops, community facilities and services and public transport routes.**

## ROADS AND FOOTPATHS

- 4.4 The layout of roads and footpaths must not be allowed to dictate the overall form of new development. However, it is essential that all aspects of movement about a development are planned comprehensively. The design of car parking, footpaths, open spaces, play areas and landscaping all affect convenience and safety. Furthermore, any off-site highway works necessary to allow a development to proceed must be funded by the developer.
- 4.5 The County Council is the Highway Authority and has produced a guide entitled, "Residential Estates: Highways and Footpaths", which gives advice on the appropriate standards to be applied in designing and constructing roads and footways. The guide seeks to establish good, safe standards with future maintenance in mind, and is revised

*Design standards allow for a variety of designs and less formal layouts for the smaller culs-de-sac*



from time to time. Proposals for any development involving accesses, new roads or footways will nearly always be expected to meet these standards. The guide allows a variety of designs and less formal layouts for the smaller culs-de-sac. These can improve the appearance and interest of housing estates. It also allows for relaxed standards in villages where appropriate.

- 4.6 Well landscaped paths for pedestrians, away from roads, are especially important. Routes should link open spaces, play areas, schools, shops, bus stops and other paths in the vicinity. Where possible, circular walks should be created. Such paths will be needed in any sizeable development.
- 4.7 The needs of the disabled, elderly or other special needs groups should be borne in mind in creating a safe and convenient environment for the user.

#### 4.8 SHDC 11: ROADS AND FOOTPATHS IN NEW DEVELOPMENT

1. All roads and footways, including junctions, turning arrangements, laybys, visibility, structure, materials and lighting must normally be in accordance with the standards accepted by the Council and set out in the County Council's design guide: "Residential Estates, Highways and Footpaths".
2. Where new development is proposed in an existing small-scale setting, the normal highway standards will be relaxed where this is necessary to achieve a design in keeping with its surroundings.
3. Wherever appropriate the Council will require developers to provide pleasant, well landscaped footpaths away from roads.
4. New roads, footpaths and road and footpath improvements should include easy and safe crossing facilities for people with disabilities, the elderly and frail or parents with pushchairs.

##### Notes

*The County Council's design guide "Residential Estates: Highways and Footpaths", is available from the County Environment Director, whose address appears in Appendix 2 of this document.*

*Where the relaxation of standards set out in that design guide is being considered, developers should satisfy themselves regarding the adoption of such highways by the County Council.*

## PARKING

- 4.9 Adequate parking is essential to road safety and, in town centres, to trade. Car parking policies should also support the overall locational policies in the Plan. PPG13, Transport, indicates that standards of provision in local

plans should be set as a range of maximum and operational minimum amounts of parking for broad classes of development and location (paragraph 4.5 of PPG 13). The Council, in conjunction with the highway authority, are reviewing current parking standards to ensure that they accord with the advice in PPG13. In the interim the level of provision sought in each case will be based on the policy below. The current standards will be revised in line with PPG13, brought forward for public comment and subsequently proposed as an alteration to the Local Plan at the earliest possible date.

- 4.10 Parking provision in new development will be expected to be provided in a manner which is safe, convenient and well-fitted into the immediate landscape to minimise the visual intrusion of parked cars. The Council might relax standards in Conservation Areas, where the provision of a parking area could seriously damage the Area's character, or conversely, where a positive enhancement would result from the relaxation of standards. However, it is often in Conservation Areas that car parking is at a premium, and in many such cases the Plan defines Policy Areas setting out appropriate limits on development. The Council will always require that a minimum of parking for staff, residents or servicing is provided.

#### 4.11 **SHDC 12: PARKING PROVISION IN NEW DEVELOPMENT**

**The quantity of parking within new development will be determined in a flexible manner by negotiation to reflect the proposed use, the location and the availability of or potential for access by transport other than private car.**

**Note**

*Car parking areas should include appropriate provision for people with disabilities.*

## **LANDSCAPING**

- 4.12 The role of landscaping in new development is to:-
- relate it to, link and harmonise it with surrounding environments and landscapes; and
  - within the site, to create landscapes which benefit the development.
- 4.13 Landscaping will not only be expected to be visually attractive and to provide screening or enclosure, but should also, and in particular through the selection of plant species:-
- support the natural environment through the use of local indigenous species wherever possible;
  - take advantage of opportunities to create landscapes of long term significance as well as satisfying immediate requirements;
  - take into account realistic anticipated levels of landscape management.

4.14 Landscaping entails far more than simply carrying out planting, (be it for screening or decorative purposes), as an afterthought to other design considerations. From the outset consideration should be given to the benefits of incorporating existing features of the site into the landscape proposals.

4.15 In addition to providing planting, other components such as landform, walls, fences, surfacing materials and street furniture are also important to the overall quality of the landscape and should always be considered as integral elements of the landscape scheme.

4.16 The Council recognises particularly the importance of retaining trees and hedgerows significant to the landscape whenever development takes place. Trees which are the subject of confirmed Preservation Orders, or within Conservation Areas are already protected. Elsewhere the Council will serve TPOs



where appropriate in response to development proposals to ensure that important trees receive proper consideration in the development proposals and to prevent premature or needless felling. (The Council may subsequently, in the interests of good planning, modify orders served in such cases).

4.17 For some sites, such as those where existing features should be retained and incorporated in the design or where substantial screen planting is necessary, early consideration of landscaping will be expected and a landscaping scheme will be required to form part of the planning application. It is only in this way that proper consideration can be given to existing features and also that adequate allowances be made for the need to provide landscaping.

*High standards of landscaping will be required for developments*

### **Safeguards**

4.18 New planting should be located where its roots will neither damage underground services nor be damaged themselves during the maintenance of services. Only shrubs with limited root systems should be planted close to or above underground services. Similarly, new underground services must be located so as to avoid damage to existing trees and hedgerows. Care should be taken to ensure that earth mounding does not cause problems of access to underground services. No temporary or permanent overhead cables should pass through the crown of a tree or near to a tree. Buildings should be sited at a satisfactory safeguarding distance from existing trees or hedges.

### **Implementation**

4.19 Clearly certain finishing and detailed landscaping works can only be carried out when all other constructional activities have been completed. However, where site arrangements permit, and development is programmed to extend over several years, it is expected that planting will be carried out as far as is possible in advance of the completion of the entire scheme. Where existing trees and hedgerows are to be retained, any necessary and agreed tree

surgery and hedgerow management should be carried out prior to commencing other construction operations.

- 4.20 In the cases of development where landscaping proposals will be required to form part of the planning submission, the applicant will be advised at an early stage by the Planning Officer. Applicants are encouraged to contact the Landscape Officer at this stage to discuss requirements and subsequently to seek the professional advice of private landscape architects.
- 4.21 Some basic general landscape design advice is provided in the guidance leaflets prepared by the Council, but the specific requirements for individual sites may need to be discussed further with the Landscape Officer.

#### 4.22 **SHDC 13: LANDSCAPING NEW DEVELOPMENT**

1. **High standards of landscaping will be required for developments.**
2. **Where appropriate, the Council will require outline landscape proposals to be submitted with outline planning applications, and fully detailed schemes, indicating timing of implementation, with full planning applications.**
3. **Where appropriate the Council will require that notable or potentially attractive existing landscape features of a site such as trees, hedgerows, streams and walls are retained in the layout of the site and integrated into the landscaping scheme for the development prior to determining any application.**
4. **The Council may require the developer to provide:-**
  - (a) **an accurate survey showing the landform, and open water features, walls, trees, hedgerows and vegetation;**
  - (b) **details of all proposed major excavations at the site and the proposed routing of all underground services in the vicinity of trees and hedgerows.**

##### **Notes**

##### ***Submission of Landscaping schemes***

*The Planning Officer will advise applicants when outline or fully detailed landscaping schemes may be required to be submitted with planning applications.*

## **OPEN SPACE AND PLAY AREAS**

- 4.23 Pleasant, well laid-out open areas for public enjoyment, recreation or children's play are essential elements of the local environment and will be required in many new developments.
- 4.24 Open space requirements can vary enormously from one development to another. In addition to the guidelines given below, the following

principles should be followed to ensure that open spaces are well-integrated into the development:-

- Open spaces should be located to take advantage of existing site features, and to relate to the form and layout of the development;
- Provision should be structured to provide for all sectors of the community within the immediate locality;
- The benefits of individual open spaces will be enhanced if they can be linked by footpath or vegetation corridors, to form a network of provision throughout the development rather than occurring as isolated green oases;
- Public open spaces more than any other type of area within towns and villages, offer the opportunity to carry out both natural planting, and to create imaginative features at a scale of local significance. Such initiatives will be welcomed by the Council.



*Pleasant open areas are essential elements of the local environment*

- 4.25 Some open spaces may remain in private ownership, but in other cases the Council might adopt and maintain them by agreement. In such cases discussions should take place at an early stage in the planning process. Agreement will only be entered into once landscaping and other work is completed and upon payment of a sufficient capital sum for the Council to maintain the space in future.

#### 4.26 SHDC 14: OPEN SPACE AND PLAY AREAS IN NEW DEVELOPMENT

1. Where appropriate in new developments, developers will be required to provide a variety of open spaces at frequent intervals, away from roads and railways, including provision for children's play in residential development.
2. 0.4 to 0.6 hectare of open space specifically for children's play should be provided for every 1,000 people, as follows:-
  - (a) For juniors (up to 11 years old): larger areas with space for equipment and a free play area; remote from roads and well screened to limit noise. About 400m (1,300ft) apart; could be located in a corner of an area for older children.
  - (b) For older children: a kickabout space of around 0.2 hectare should be incorporated in larger development areas, say of 200 family sized homes or more.
3. The location and design of open spaces and play spaces should take into account the needs of children and adults with disabilities.

## Notes

### *Appropriate open space provision*

*The level of open space provision required in residential developments will vary. Some open space is almost certain to be required in developments of 20 dwellings or more, and this will be secured by the imposition of suitable agreements or conditions on outline planning permissions where appropriate. The actual requirement will depend on the extent of the development and the availability of existing open spaces in the neighbourhood. The potential for the dual use of school playing fields is also a consideration. Any developer is urged to seek the advice of the Council early in planning a layout.*

*If it is impossible to provide enough open space within the site to meet the requirements, the Council may seek an agreement with the developer over provision nearby, say through a financial contribution.*

*Open spaces should be provided in employment areas as well as residential areas, although the frequency of provision will be less. The extent of space for lunchtime breaks and kickabout areas within the private grounds of factories and offices will be taken into account.*

## DESIGN

4.27 Good design inevitably involves a degree of subjectivity. Nevertheless, good design depends upon certain basic considerations of form, shape and massing as well as the detailed elements of building style, methods and materials. Design guidance and control are clearly very important aspects of the planning process, and the Council will normally consider two main areas of concern:

- **Is the design right for the site?** The shape of the development and any spaces within it should flow from and respect the characteristics of the site and its surroundings. The choice of materials and details should display a thoughtful and harmonious response to the local vernacular, complementing and reinforcing the particular character of the locality.
- **Is the design good in itself?** The relationships between buildings, spaces, planting and hard and soft surfaces should create a pleasing and attractive sense of place. Careful thought should be evident in the detailed form, determined by the height, massing and profiles of buildings, roof pitches and storey heights, detailing and choice of materials.

4.28 Design is especially important in Conservation Areas and also receives special emphasis in Landscape Policy Areas. However, it is important to good planning through the whole of the South Hams. The Council will always be aware of design in considering planning applications. The difference is that within the sensitive localities the Council will pay greater attention to detail.

### *Design Guidance*

4.29 To guide and encourage good design the Council will publish Design Guidance dealing with the basic elements of good design practice and such general matters as farm buildings, barn conversions, doors and windows, extensions,

shopfronts and signs. Although this guidance will not comprise a part of the Local Plan, the Council will normally expect new development to respect and conform with the advice and principles it sets out. The Council has published design guides dealing with the external appearance of buildings (no. 1) and the use of lime in building repair and construction (no. 2) and is currently preparing a guide to the design and treatment of shopfronts (no. 3).

### ***Development Briefs***

4.30 In addition, the Council will prepare Development Briefs, to advise on the development of particular sites identified in the Local Plans. Development Briefs will cover a variety of matters including design considerations.

### **4.31 SHDC 15: DESIGN**

**New development must display good design practice and attain the highest possible standard of design.**

#### **Notes**

##### ***Design Guidance***

*The Council will judge designs in accordance with any advice and principles set out in its Design Guidance.*

##### ***The Disabled***

*The design of new developments will be expected to give full consideration to the special needs of the disabled, including access.*



*This Bank in Dartmouth is an excellent example of new development which respects the character of its surroundings*

## PROTECTION AND IMPROVEMENT

### *A Rich Heritage*

- 5.1 The South Hams is rich in landscape, history, architecture and wildlife. This superb heritage is extremely important. It is cherished by local people and in our trust for future generations. Tourism and much of the area's economy depend on it, and the local quality of life is enhanced by it.

### *Protecting our Heritage*

- 5.2 This heritage is protected by a whole host of special designations, many of national importance. These can be confusing to the layman. Briefly they are:

#### **National Designations:**

- **The South Devon Area of Outstanding Natural Beauty (AONB)** and the recently designated **Tamar/Tavy AONB** to the west of the district protect the landscape and the overall character of settlements. Designated by the Countryside Commission and confirmed by the Secretary of State, they show how highly the beauty of the area's landscape is rated nationally. The boundaries of the Areas are shown for information on the Proposals Map.
- **Heritage Coasts** cover the finest stretches of undeveloped coast in England and Wales and are defined by the Countryside Commission and Local Authorities with the objective of managing the coast effectively. This Plan shows the South Devon Heritage Coast boundary.
- **Sites of Special Scientific Interest** and statutory **Nature Reserves** protect places of particular interest to natural history or geology. These designations are made by English Nature and are shown for information on the Proposals Map.
- **Listed Buildings** and **Scheduled Ancient Monuments** are of special historic or architectural interest. These designations are made by the Department of the Environment on the advice of English Heritage.

*The South Hams heritage is extremely important. This picture shows the coastal shelf at Horsley Cove*



## Local Designations

- **The Coastal Preservation Area (CPA)** protects the largely undeveloped, unspoilt coastline and estuary from development. First designated by the County Council it arose from a national campaign to save the coastlines in the 1960's. This Plan defines its boundary in detail.
- **Areas of Great Landscape Value (AGLV)** protect landscapes of local importance. This designation is made by the Local Authorities and is defined in detail in this Plan.
- **Nature Conservation Zones** protect wildlife in special areas in Devon and are defined by the County Council. County and District Councils can also designate Local Nature Reserves. These are shown for information on the Proposals Map.
- **Conservation Areas** protect historic parts of our towns and villages; not just the buildings but also trees, open spaces and the street scene in general. These designations are made by the District Council. The boundary of each Area is shown for information on the relevant inset of the Proposals Map.
- **Tree Preservation Orders (TPO's)** protect trees which have important amenity value. The Orders are made by the District Council.



*Listed Buildings are of special historic or architectural interest*

## The Role of this Plan

- 5.3 The Council is determined to protect the heritage of the whole South Hams and pays particular attention to all the above designations. This Plan sets out the conservation policies which the Council will apply in addition to those contained in national legislation and in the Devon Structure Plan.

## THE LANDSCAPE

- 5.4 The Devon Structure Plan contains policies for the Area of Outstanding Natural Beauty, Heritage Coast, Coastal Preservation Area and Areas of Great Landscape Value which, together with policy SHDC 3 in this Plan (para. 3.32), aim to protect the landscape of this beautiful area.
- 5.5 The boundaries of the landscape policy areas are all shown on the Proposals Map and within them the relevant Devon Structure Plan policies will apply. These are CDE3 (dealing with National Parks and Areas of Outstanding Natural Beauty), CDE4 (Areas of Great Landscape Value) and CDE5 (Coastal Preservation Areas, including Heritage Coasts). These policies are reproduced in Appendix 1.
- 5.6 The Plan includes several new Areas of Great Landscape Value. In the first place, the Protected Landscapes identified in the South Hams Local Plans adopted during 1988 are now designated as Areas of Great Landscape Value. These are in the following localities:

**Sherford**

**Buckland-Tout-Saints**

## The Avon Valley

## The Erme and Lud Brook Valleys

## Sparkwell and The Upper Yealm Valley

- 5.7 The landscape setting of Totnes, which is under considerable development pressure, is also protected in a greater way, by the extension of the Coastal Preservation Area along the Dart, the extension and linking of the Areas of Great Landscape Value to be north and east of the town, and the designation of a new Area of Great Landscape Value on the slopes to the south of the town. The Plan also includes a new Area of Great Landscape Value in the valley of the Harbourne.
- 5.8 To the north of Roborough on the edge of Plymouth, a small extension to the Bickleigh Vale Area of Great Landscape Value is included, giving protection to the valley south of Bickleigh village.
- 5.9 Following a consultant's report on the South Devon AONB, new and extended Areas of Great Landscape Value are also shown flanking the AONB to the north and east of Modbury, north and east of Kingsbridge and west of Dartmouth. These are extensive areas, linking with other existing and proposed Areas of Great Landscape Value and affording widespread protection to much of the South Hams landscape.
- 5.10 It is important that the application of these policies is understood not only in the countryside but also within the towns and villages of the district. This is dealt with more fully in paragraphs 3.3 - 3.5 of this document.



*The landscape setting of Totnes is under considerable development pressure and is protected by The Plan*

## ENVIRONMENTAL MANAGEMENT

- 5.11 In addition to the protective designations set out above, the Council considers that it is important to foster a positive approach to our surroundings, increasing people's care, awareness and understanding of them. Indeed, the future prosperity of the South Hams relies upon our ability to maintain and enhance the special qualities of its environment, the very basis of its economy.
- 5.12 The South Devon Heritage Coast Service and South Hams Environment Service have been established with these aims in view. Their work is dealt with in greater detail in paras 5.60 to 5.66 in particular, but the role of the Services is referred to elsewhere throughout this Plan.

## TREES, WOODLANDS AND HEDGEROWS

- 5.13 Almost everyone appreciates the importance of the trees, shrubs, woodlands and hedgerows in our surroundings. They enhance the beauty of the area and soften the visual impact of new development. Furthermore, they are

fundamental components of the natural environment providing essential wildlife habitats. Managed woodlands can also be of commercial value. The Council will make every effort to ensure that trees, woodlands and hedgerows are retained, cared for and managed in a positive manner.



### ***Tree Protection***

- 5.14 Where trees are threatened with needless felling, legislation enables the Council to protect them by making Tree Preservation Orders (TPOs) which prohibit any works which would or might affect the tree without the prior consent of the Council. Whenever trees which are the subject of TPOs die, are blown over, or are felled with consent, replacement planting is generally required in agreement with the Landscape Officer. Contravention of TPOs is an offence which this Council takes most seriously and it will prosecute in appropriate circumstances.

### ***Application of Preservation Orders***

- 5.15 It is neither realistic nor appropriate to serve TPOs to protect all trees throughout the District and therefore only in certain circumstances have trees been protected.
- 5.16 The most likely and disturbing situations where trees are lost are in relation to development. In such cases a TPO may be served prior to planning applications being decided, to provide temporary yet immediate protection to the trees during the planning process. If found to be appropriate, the TPO will be confirmed.
- 5.17 In most other situations, intentions to fell are not known to the Council in advance. The Council relies upon the vigilance and co-operation of members of the public to report threats to significant trees, and will investigate all reports to determine whether or not trees are indeed threatened by needless felling and merit the protection of a TPO.

*Almost everyone appreciates the importance of trees and woodlands*

### ***Tree Planting***

- 5.18 The landscape is dominated by mature trees, which have taken a long time to reach maturity and visual prominence. However, they have a limited natural life which can be suddenly curtailed by storm or disease. It is therefore important that there is throughout the a continual programme of tree planting and management, ensuring that planting:-
- is carried out well in advance of when replacement for dead or felled trees is required to serve the landscape interests of a locality;
  - is carried out with forethought and planning; there is clear environmental benefit in using native and locally appropriate species;
  - follows an overall plan, so that opportunities can be taken whenever they arise.

The Council is preparing a planting and “tree care” strategy for the District, organised with the involvement of Parish Councils and Tree Wardens.

- 5.19 Much planting has been carried out in recent years, but often without any subsequent maintenance, resulting in loss due to neglect. Other trees have been maliciously vandalised whilst yet others have been damaged during over-enthusiastic grass cutting operations. Such losses are all a waste of resources and discourage further support for tree planting.
- 5.20 The importance of caring for recently planted trees cannot be stressed too strongly and therefore guidance notes on the subjects of Amenity Tree Planting and Tree Maintenance are published by the Council.

### ***Location of Tree Planting***

- 5.21 Throughout the District there are locations where tree planting would be desirable. There are no areas that should not be considered.
- 5.22 In the countryside planting will almost inevitably need to be on private land and here there is considerable assistance available. Advice will be given by this Council's officers. In the built up areas, landscaping of new development, required as a condition of planning control, will involve tree planting as appropriate.
- 5.23 Provision also needs to be made for the gradual replacement of the now mature trees in the older residential areas if their character is not to alter significantly in the coming decades. Guidelines for replacement planting in such areas are to be prepared by the Council.



*Planting his first tree*

- 5.24 The Council itself is active in implementing tree planting on public land, such as open spaces, housing estates, and industrial estates. Elsewhere the Environment Service will support the efforts of private individuals and amenity groups.

## **5.25 SHDC 16: TREES AND WOODS**

**The Council will seek to protect trees, woods and hedgerows which are important to the appearance or wildlife interests of a locality, and will promote their sympathetic management.**

## **WOODS**

- 5.26 Both large and small woods are important to the character of the area. The Council has identified many woods significant in the landscape, and these are shown on the Proposals Map. Felling in all woodlands requires a felling license issued by the Forestry Authority.
- 5.27 Woodlands require management to maintain their quality. Each woodland has a life cycle. The Council's objective is that the overall woodland resource of the District is managed. This can only be achieved through the actions of individual owners.

- 5.28 In recent years, it is encouraging to note that many new woodlands are being planted with Forestry Authority and Agricultural grants etc. Of great concern however is that many small woods are neglected and being allowed to deteriorate. Neglect of woodlands benefits neither commercial nor wildlife interests. Considerable effort and attention will need to be given to encouraging the rejuvenation of the small woodlands throughout the district.
- 5.29 Various remedies for neglected woods are possible - each has benefits relating to different situations including:-
- clear felling and replanting
  - selective felling and coppicing with natural regeneration and some replanting.
- The Council will continue to offer advice on the most appropriate course of action for individual owners and will direct owners towards specialist advice and financial assistance as appropriate.
- 5.30 The Council has the opportunity to comment on all Forestry Authority grant aided schemes and before doing so consults local Parish Councils and Amenity Societies as well as the Devon Wildlife Trust.
- 5.31 A record of woodlands throughout the District is being compiled, drawing together information on individual woods from a wide variety of sources, and the Council is also actively promoting greater awareness of and care for orchards throughout the South Hams.

## HEDGEROWS

- 5.32 The hedgerows and hedgebanks bounding fields and lanes are characteristic of the area. They are, in the majority of cases, very old and without doubt have major landscape and wildlife significance. The government proposes to introduce legislation to strengthen protection of hedgerows and in preparation for this, the Council is preparing appropriate criteria and standards for hedgerow assessment.



### *In the countryside*

- 5.33 In the recent past, entire hedgerows have been removed to enlarge fields, or small sections removed as part of road widening schemes. Changing hedgerow management has also been the cause of an overall decline in the quality of traditional hedgebanks. Many of these are not only impoverished of many plant species but are also being gradually eroded. Erosion by vehicles is particularly noticeable at the base of banks alongside roads.
- 5.34 The Council, through the Environment Service, encourages farmers and landowners to retain and manage hedgerows in a traditional manner. Whenever road widening is to take place, the Council will press for the rebuilding of hedgebanks rather than erection of fencing as part of the accommodation works.

*Many traditional hedgebanks have been impoverished*

### *Within development sites*

- 5.35 Hedgebanks have great public amenity value where they are retained as linear features in public areas. Developers should give this consideration when drawing up site plans. Where they are retained as boundaries dividing gardens, owners are encouraged to maintain the vegetation in the traditional manner, laying to prevent the long term collapse that would otherwise inevitably result.
- 5.36 New hedgebanks can be useful landscape elements, entirely appropriate to the district, and will be required in appropriate situations as alternatives to walls or fences. Several styles of hedgebank construction have been practised in the District - advice and guidance notes are published by the Council.

## **NATURE CONSERVATION**

- 5.37 Nature Conservation is an important consideration throughout the South Hams. Of particular significance are many of the relatively inaccessible and undisturbed areas of river, coast and moorland. The flora, fauna and physical characteristics of these areas are valuable both from the scientific, economic and educational standpoints and because of their major contribution to the beauty and quality of the South Hams' environment. However, the wildlife habitats and nature conservation interests of the whole of the South Hams must be cared for and managed, and not the protected sites alone.

### *Protecting Sites*

- 5.38 Nature Conservation Sites include those of international importance (including designated or potential Ramsar sites, Special Protection Areas and Special Areas of Conservation), sites hosting a priority habitat or species (as listed in the EC Habitats Directive), and sites of national importance (including Sites of Special Scientific Interest and National Nature Reserves). All such sites designated at March 1994 are shown on the Proposals Map for information and Devon Structure Plan Policy CDE9 (see Appendix 1) will apply to them. Within them owners may not carry out work which would damage plants and wildlife without first notifying English Nature. The operations involved are specified by English Nature and include many for which planning permission is not necessary.
- 5.39 Sites of regional or local nature conservation significance include Regionally Important Geological/Geomorphological Sites (RIGS), Local Nature Reserves (LNR's) and non-statutory Nature Reserves (NR's). These are shown on the Proposals Map for information and will be subject to the policy set out below. The Devon Wildlife Trust, in consultation with the Council and English Nature, are currently preparing a schedule of other sites of regional or local interest for nature conservation. Many of these are owned or managed by voluntary organisations or charitable trusts with the objective of nature conservation. This Plan helps to protect these sites. The Council has established the first Local Nature Reserve (LNR) in the District at the Kingsbridge Estuary, enabling a co-ordinated approach to be taken towards the management of the many activities affecting nature conservation there. Further suitable sites might also be considered for designation as LNR's.

5.40 Protection from development alone will not ensure that such delicate sites remain unharmed. Neglect, trespass, fire, vandalism and pollution can all damage them. How the site is managed is therefore important, particularly in an area so popular with visitors. Those responsible for sites should ensure effective management of them. The Heritage Coast and Environment Services also have a particular role to play as promoter, co-ordinator, negotiator and advisor. The Council, through these Services, may be prepared to undertake work itself, if appropriate.



*In 1987 a new SSSI was designated to protect the Kingsbridge Estuary*

5.41 **SHDC 17: NATURE CONSERVATION SITES OF LOCAL OR REGIONAL IMPORTANCE**

**Development likely to adversely affect a local nature reserve or non-statutory nature reserve will not be permitted unless the importance of the proposal outweighs the nature conservation importance of the site.**

## **CONSERVATION AREAS**

5.42 The Council is responsible for designating Conservation Areas and modifying the boundaries of existing ones to take account of changing circumstances. This is a continuous process normally undertaken within the context of Local Plan reviews. The boundaries of these Areas are shown for information on the relevant Insets of the Proposals Map.

## *Development Control in Conservation Areas*

5.43 Conservation Areas are designated so that the character of the most historic parts of settlements may be safeguarded and enhanced. Consent is required from the Council to demolish buildings, parts of buildings or structures over a certain size and care is taken to ensure that any new buildings are in keeping. It is also important to consider the impact on a Conservation Area of development proposed outside it but which could affect it. Experience has shown that even a single new building can have a very damaging impact over a wide area if it is not sensitively designed and carefully sited. In addition, work on trees in Conservation Areas must be notified to the Council. The Council also gives special consideration to the design and siting of signs and advertisements in Conservation Areas.

### *A Positive Approach to Conservation*

5.44 The Council has initiated a programme of environmental improvements, with priority given to Conservation Areas. Some locations for comprehensive improvement are shown in the Chapters dealing with individual settlements but there is scope for minor improvements in every Conservation Area. Examples include tree planting, repairing or rebuilding stone walls, resurfacing, removing ugly structures and improving signs. Co-ordination and care is essential in the choice of paving and the design and location of street furniture, such as litter bins, seats, or lamp posts.

5.45 The Council is keen to ensure that its and others' work is co-ordinated and consultation takes place in order to protect and enhance Conservation Areas. The Environment Service may become involved in co-ordinating and promoting small scale improvements. The success of environmental improvements anywhere will depend on the enthusiasm, help and co-operation of residents, businesses, the Town and Parish Councils, the statutory services and other interested organisations.

5.46 During the Plan period the Council will publish an illustrated guide explaining what the designation of Conservation Areas means, including what contributes towards their character and appearance and how this can be positively preserved and enhanced. Design guidance will also be published, dealing with good design practice in general, and other important aspects of design such as infill development. This advice will apply District-wide. In addition, a series of consultative studies will be prepared for each Conservation Area identifying their individual characteristics as well as opportunities for preservation and enhancement.

*A major scheme of refurbishments has been completed at the Plains in Totnes*



## SHDC 18: CONSERVATION AREAS

### Within Conservation Areas:

1. The Council will make diligent use of all the powers available to it to preserve and enhance those features which contribute towards their special character and appearance;
2. The Council will only permit development whose bulk, height, materials, colour, visual emphasis, design and siting are in keeping with the special character and appearance of the area, particularly with historic and attractive buildings in the immediate vicinity;
3. The Council will normally only determine planning applications when provided with sufficient information to be able to assess the effect of the proposal on the special character and appearance of the area;
4. Consent for the demolition of any non-listed building or structure will not normally be granted unless the Council is satisfied that its loss will not detract from the special character or appearance of the area or that it is wholly beyond repair and re-use. When consent for demolition is granted this may be subject to a condition which will ensure demolition does not take place before a contract is made and planning permission granted for new development on the site.

### Outside Conservation Areas:

1. The Council will consider the impact on any conservation area as material in reaching its decision on planning applications.

### Notes

#### *Repair and re-use*

*The Council may require the applicant to furnish specific information on this issue and may seek special advice or carry out research to determine the potential of the building. The uses for which the building may be found to be practically suitable and which could result in the Council refusing consent for demolition, may not be those envisaged by the applicant.*

#### *Level of detail required*

*The Council will normally require a fully detailed planning application so as to enable proper consideration of the impact of proposals upon a Conservation Area.*

## HISTORIC BUILDINGS

- 5.48 The South Hams has a fine heritage of buildings, ranging from imposing country mansions to picturesque thatched cottages. They are a scarce, irreplaceable resource whose preservation is of the utmost importance.

Historic parks and gardens are also of significance, and English Heritage has currently registered six such sites in the District.

### ***The Protection of Historic Buildings***

5.49 The more important historic buildings which have retained their authentic character will usually be statutorily listed by the Department of National Heritage as Buildings of Special Architectural or Historic Interest. The lists are kept constantly under review by the Department of National Heritage.

### ***Effect of Listing***

5.50 Listing means that the Council's consent is required for works which in any way affect the character of the building, either internally or externally, including demolition. In most cases, consent is also required for any such works to buildings or structures within the curtilage of the Listed Building. This does not, of course, mean that a Listed Building will always remain unchanged, but ensures that the conservation of its character is properly considered whenever change is proposed. The re-use or change-of-use of historic buildings can ensure their repair and preservation by making the finance for this available. The Council may relax standards over such matters as car parking and Building Regulations which might otherwise rule out desirable proposals.

5.51 If the Council considers that a Listed Building is not being properly preserved it can, in certain cases, serve a 'Repairs Notice' on the owner. The Notice specifies the works considered necessary for the proper preservation of the Building and explains that if it is not complied with, the Council can initiate a procedure for compulsorily purchasing the property. If necessary, the Council will use these powers to protect the heritage of the South Hams, but persuasion, advice, and the offer of grant assistance is the preferred approach.

### ***The Costs of Conserving Buildings***

5.52 The repair and restoration costs for historic buildings are often higher than comparable works to newer buildings. The need to conserve their special features can involve craftsmanship and traditional materials which are sometimes expensive. To help the owners of historic buildings, the Council will annually review the possibility of allocating money to enable it to offer grants towards the costs of repair and restoration of listed buildings or historic buildings which contribute towards the character of a Conservation Area where the individual circumstances justify such assistance.

*The fine buildings of the South Hams are an irreplaceable resource*



5.53

## SHDC 19: HISTORIC BUILDINGS

1. **The Council will make diligent use of all the powers available to it to protect historic buildings in their setting, whether listed or not.**
2. **The Council will not normally grant listed building consent for any alterations to, extensions to or partial demolitions of a listed building which would adversely affect its character, either internally or externally.**
3. **The Council will not normally grant listed building consent for the demolition of a listed building unless the Council is satisfied that it is wholly beyond repair and re-use.**
4. **The Council will not normally grant planning permission for the alternative use of a listed building unless it can be shown that the alternative use is compatible with and will preserve the character of the building in its setting.**
5. **The Council may relax standards in circumstances where no other means would enable a threatened historic building to be conserved.**

### Note

#### *Repair and re-use*

*The Council may require the applicant to furnish specific information on the issue and may seek special advice or carry out research to determine the potential of the building. The uses for which the building may be found to be practically suitable and which could result in the Council refusing consent for demolition, may not be those envisaged by the applicant.*

## ARCHAEOLOGY AND ANCIENT MONUMENTS

- 5.54 Archaeology is a wide ranging subject concerned with all aspects of man's past. Inevitably, land use planning is most concerned with archaeological sites and remains. The rich archaeological heritage of the South Hams ranges from prehistoric sites to industrial structures of the recent past such as old mills and factories.
- 5.55 Some remains are statutorily protected by being Scheduled as Ancient Monuments. The responsibility for scheduling monuments rests with the Department of National Heritage and selection depends on their being of national importance. As it has done with Listed Buildings, so the Department intends to bring its records of Scheduled Monuments up-to-date since those currently identified inadequately represent the resource.
- 5.56 While only sites of national importance can be scheduled as Ancient Monuments, large numbers of other sites of local interest are recorded in the Devon Sites and Monuments Register. This Register is maintained by the County Council. This Plan contains policies intended to protect,

enhance and preserve the full range of the area's archaeological heritage and to ensure adequate opportunities for prior evaluation and for investigation where appropriate.

- 5.57 Some sites might not be threatened by development but are being damaged by trespass, vandalism, ploughing or simply neglect. In these and other cases, there may be opportunities to develop the educational, recreational or tourism potential of a site. As part of its positive approach to conservation, the Council is keen to encourage appropriate measures of management or interpretation to help tackle such problems, and may be prepared to offer suitable assistance. The arrangements for management must be agreed by the owner or occupier of the land in question, the District and County Councils and English Heritage.

### ***Ancient Monuments and Archaeological Areas Act 1979***

- 5.58 This Act contains powers enabling the Council to designate Areas as being of Archaeological Importance. In such Areas it would be necessary to inform the Council before any work is undertaken which disturbs the ground. At present there are no such Areas designated in the South Hams.

5.59

## **SHDC 20: ARCHAEOLOGY AND ANCIENT MONUMENTS**

- 1. Planning permission will not normally be granted for development which would damage or destroy a Scheduled Ancient Monument or other important archaeological site, or detract from its setting.**
- 2. Where appropriate the Council will:-**
  - (a) require prospective developers to arrange for an archaeological field evaluation of a site to be carried out before any decision on a planning application is taken, and/or**
  - (b) seek an agreement with developers in order to enable archaeological investigation of a site to take place before development, and/or**
  - (c) impose a condition on a planning approval requiring reasonable access during development to observe and record items of interest.**

### **Notes**

#### ***Sites appropriate for evaluation or investigation***

*The Council will seek the advice of the County Council, which has specialist officers to deal with archaeology, to determine whether or not the prior evaluation or investigation of a site is appropriate. Those responsible for the County Sites and Monuments Register receive a weekly list of all planning applications. Any development affecting a Scheduled Ancient Monument, and any significant redevelopment within a Conservation Area, will*

*be subject to specific consultation with the County Council over the need for archaeological investigation.*

### ***Scheduled Ancient Monuments***

*Sites of National Importance are scheduled by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979. Normally Scheduled Monument Consent is required for works affecting such monuments, application being made to the Secretary of State direct.*

## **THE ENVIRONMENT SERVICE**

- 5.60 The term 'environment' means many things to different people and many organisations and groups work for the protection and benefit of the environment. The need for action is obviously greatest where pressures threaten environmental quality and character. These are generally in the areas covered by landscape protection, nature conservation and other conservation policies, such as the Area of Outstanding Natural Beauty, Sites of Special Scientific Interest and Conservation Areas. However the pressure applies throughout the South Hams, and action should not be confined to the most threatened areas.
- 5.61 It is obvious that no one authority, group or society alone can tackle the environmental problems and challenges currently faced by the District. It is essential that partnerships are formed allowing a joint approach and a pooling of resources. The South Hams Environment Service has been established to enable the public sector to work together with both the private sector and the local community to conserve the natural resources and special heritage qualities of the South Hams
- 5.62 The Service works to provide opportunities for quiet recreation; safeguarding the interests of those working, living or visiting in the area. It encourages people to enjoy the South Hams countryside, towns and villages, while increasing general awareness of their special qualities and the need to conserve them. Above all, the Service attempts to involve the local community, raising their interest in local environmental issues and encouraging participation.

## **THE HERITAGE COAST SERVICE**

- 5.63 The finest stretches of undeveloped coast in England and Wales are defined as Heritage Coasts by the Countryside Commission and Local Authorities. Within Heritage Coasts the aims are
- to conserve, protect and enhance their natural beauty, including flora and fauna, and their heritage features of architectural, historical and archaeological interest,
  - to maintain and improve their environmental health and inshore waters, and

*Thumbs up for the  
Heritage Coast Service*



- to encourage their enjoyment, understanding and appreciation.

Development within the Heritage Coast is rigorously controlled through the Devon Structure Plan. The Heritage Coast definition also enables the use of financial resources to ensure that positive steps are taken to manage and conserve the coast.

- 5.64 Many of the environmental problems found inland such as traffic congestion, car parking, footpath erosion, litter and wildlife disturbance are intensified on the coast, particularly at beaches adjoining cliffs and the immediate hinterland.
- 5.65 Because of this, a management service was established in 1984 by the District Council, County Council and National Trust, with assistance from the Countryside Commission. A Project Officer and two wardens were appointed and have become familiar faces on the coast, helping to solve many local issues. A considerable number of tasks have been undertaken. These include footpath works, landscaping schemes, provision of information for visitors, picnic sites and wildlife areas. All of these projects have involved the co-operation of local landowners, the community and, in many cases, volunteers, schools and societies have helped with the work and maintain a long term interest.

## 5.66 SHDC 21: ENVIRONMENTAL MANAGEMENT

**The Council will promote positive measures of countryside and coastal management, particularly through the South Hams Environment Service and South Devon Heritage Coast Service.**

## ACCESS TO THE COUNTRYSIDE

- 5.67 Footpaths and bridleways are an integral part of the fabric of our countryside, allowing public access in a reasonable manner. Three kinds of footpath can be identified; major recreational routes running for many miles, the linking paths to these and the minor paths that follow unrelated routes. The Council, primarily through the activities of the Environment Service and Heritage Coast Service works with Parish Councils, the County Council and the Countryside Commission to maintain and improve rights of way.



- 5.68 A nationally important route is the South West Peninsula Coast Path which passes through the District. This is defined as a National Trail and grant-aid support is given to its upkeep by the Countryside Commission. The route offers opportunities for back-packing and shorter recreational walks.

*The South West Peninsula Coast Path is a nationally important route*

---

It is maintained, as are all rights of way in coastal parishes, by the South Devon Heritage Coast Service. The route is shown on the Proposals Map in this Plan for information.

- 5.69 Opportunities exist to create and improve other long distance recreational footpaths in the District, especially linking the coastline and inland areas via the estuaries. The Council considers that such opportunities exist in particular for the Dart Valley south of Totnes, the Avon and the Erme valleys.
- 5.70 In working to establish new and maintain existing recreational routes it will be important to ensure that the interests of farming and wildlife are undisturbed and that the needs of local communities are considered. The Council will therefore seek to proceed by negotiation, working with the local communities, to achieve an appropriate balance between recreational needs and environmental concerns.

5.71 **SHDC 22: RECREATIONAL FOOTPATHS**

**The Council will promote the establishment of recreational footpaths in the Dart Valley south of Totnes, the Avon and the Erme Valleys.**

## INTRODUCTION

6.1 Devon has approximately 14,750 kms (9,165 miles) of road maintainable at public expense; more than any other county in England. The improvement, management and maintenance of this network are of direct concern to planning. A good road network and an efficient public transport system are essential if an area is to be a safe and convenient place to live and work in. The highway implications of new development both on and off site are also extremely important.



6.2 Trunk roads are the responsibility of the Department of Transport (D.Tp.) and other transport issues are dealt with by the County Council as Highway Authority. Local transport issues are generally dealt with by the County Council's Teignbridge and South Hams Highways Sub-Committee on which the Council has four representatives. The District Council is largely responsible for car parking and has considerable involvement in highway matters as a Planning Authority.

*Many roads in the South Hams are inadequate for the volume and variety of traffic using them*

## THE DEVON ROAD NETWORK

6.3 The Primary Route Network (PRN) is a national system of routes between major regional centres comprising the Department of Transport (D.Tp) funded trunk road system and certain county routes.

6.4 Following extensive consultation in 1985, the County Council has established a hierarchy for its County roads in the form of a Major Road Network and a Minor Road Network, together comprising the Devon Road Network (DRN). This system categorises the existing road network so that each category contains routes of the appropriate standard to cater for the demand for movement bearing in mind both the journeys and vehicle types involved. Its objective is to encourage the use of the higher category routes by a positive signing policy, and to optimise maintenance and capital funds by directing them to appropriate route categories. Due regard to the status of the route in the network is given in the consideration of planning applications.

### *The Major Road Network*

6.5 The Major Road Network consists generally of through routes and those linking the more important towns and villages. Traffic, particularly lorries, is encouraged to use these higher standard routes to get to settlements, even

if a longer distance is involved. Substantial improvements have been carried out by the County Council on many of these routes.

### ***The Minor Road Network***

6.6 The Minor Road Network includes all the remaining rural minor roads and lanes. These have been placed into one of seven different categories ranging from those serving smaller settlements to those serving only fields and individual properties. Limited available funds for road maintenance and improvement are directed to the more important routes to enable traffic to use the most suitable route to reach its destination.

## **HIGHWAY PROPOSALS**

6.7 The road network can generally cope with the present demands made upon it, but some congestion does occur during the peak periods, particularly in summer. However, the Council does not consider that it will always be appropriate to promote highway improvements. In many cases the characteristics of the existing highway system help to calm or regulate traffic in an area. Insensitive widening of Devon lanes would also undermine characteristic features which contribute a great deal to the area's charm.

6.8 In some localities there are opportunities to achieve environmental benefit through well designed highway improvements. Throughout the South Hams there are also locations where driving can be hazardous, or accidents occur which can clearly be attributed to poor roads and junctions. The Council will normally only wish to promote schemes which are in the interests of the environment and public safety, rather than schemes which seek to increase highway capacities alone. Together with the County Council, it will seek to look at the whole area comprehensively, particularly with a view to investigating the problems of heavy vehicles and congestion.

6.9 The road building and improvement programme of the County Council is set out in the Devon Structure Plan, the Transport Policies and Programme (TPP) and the Highway Priority Lists. The last two are reviewed each year and roll a five-year programme forward. The TPP deals mainly with major schemes having a works cost of over £250,000 and the Highway Priority Lists deal with schemes mainly with a works cost of over £10,000. The Plan only makes reference to schemes with a works cost over £30,000, and only contains proposals for such schemes where they are within towns and villages.

6.10 The criteria used in assessing the priority of highways schemes are set out in the Devon Structure Plan and the TPP. These include traffic flows, accidents, highway characteristics, environmental problems and economic benefits, say by relieving congestion or releasing land for development.

6.11 For the most part, the highway proposals included in the Plan have been drawn up on the basis of the County Council's programme. However, road schemes which could be carried out in the Plan period if linked to a development proposal, are also shown. Other highway problems where no major works are programmed within the Plan period, but which are strongly felt to be important by the Council, are also mentioned, and the Council's position clearly stated.

6.12 The following paragraphs set out the position with regard to the major schemes affecting the South Hams. They are referred to in more detail in the individual chapters where appropriate.

### ***A384 Totnes to Buckfastleigh Route***

6.13 The A384 provides the main link between the South Hams and the trunk road system. Comprehensive improvements to the A384 between Totnes and Buckfastleigh have been carried out over recent years in view of the widespread concern for road safety on the route. In response to requests from this Council the County Council proposed a package of schemes to provide a minimum carriageway width of 6.25 metres and improve visibility along the route. Much of this package of measures is now complete. Whilst these measures do not aim to create a new route to contemporary design standards, and do not increase the traffic capacity of the road, they effectively upgrade the standard of the route in a practical and environmentally sensitive fashion.



*Comprehensive improvements have been undertaken to the A384 between Totnes and Buckfastleigh*

### ***Torbay Ring Road***

6.14 In order to minimise traffic congestion and pedestrian/vehicle conflict in the Torbay area, the Devon Structure Plan proposes that the Torbay Ring Road be completed together with its associated link roads to create a high standard alternative to the coastal route between Torquay and Brixham.

6.15 Stage Two of the Ring Road was completed in 1990, part funded by a Department of Transport Supplementary Grant, and forms a 2.74 km (1.7 miles) long southward dual-carriageway extension to the first stage of the Torbay Ring Road. The scheme runs from Gallows Gate roundabout to Churscombe Cross on the southern outskirts of the village of Marldon.

6.16 Stage Three of the Ring Road is included in the County Council's 1996/97 TPP as a Design Pool Scheme. Several possible routes for Stage Three have been examined and a final decision regarding the route is the subject of a Public Local Inquiry. This Council and the County Council prefer the "plateau route" which avoids the floor of the Westerland Valley, hugging the built-up edge of Paignton. Torbay Borough Council's preference is for the road to run through the Westerland Valley which is designated as an Area of Great Landscape Value and has been identified by the Royal Society for the Protection of Birds as having a nationally important population of Cirl Buntings.

*The Westerland Valley*



## ***A381 and B3194 - Kingsbridge Approach Roads***

- 6.17 Following extensive public consultation in 1987, a set of measures for the management of traffic on the approach roads to Kingsbridge was agreed by the Teignbridge and South Hams Highways Sub-Committee. It was agreed in principle that heavy vehicles should be prohibited from travelling down Belle Hill into Kingsbridge from Stumpy Post or out of Kingsbridge via the Coombe Royal route, following completion of schemes to widen the narrow section of road between Sorley Green and Leigh Cross, to improve and change priorities at Stumpy Post and to improve Palegate Cross.
- 6.18 No action will be taken to introduce the above traffic orders, even on an experimental basis, until all the roadworks described above have been completed. Work has already been carried out at Palegate Cross and Stumpy Post where mini-roundabouts have been introduced. Junction improvements at Sorley Green Cross feature as a commitment in the 1996/97 TPP, with work programmed to start in 1996/97.

## ***Modbury By-Pass***

- 6.19 The Modbury By-Pass is included in the Devon Structure Plan for construction if resources available within the Plan period are increased. It is also included in the 1996/97 TPP as a scheme considered to accord with the Sustainable Transport Policy.

## ***Aveton Gifford By-Pass***

- 6.20 The Aveton Gifford By-Pass has recently been completed, effectively removing all through traffic from the village and allowing extensive scope for improvement to the village street and wider village environment.



*The Aveton Gifford By-pass.*

## ***Dartmouth Inner Relief Road***

- 6.21 The Dartmouth Inner Relief Road is contained in the Third Alteration of the Devon Structure Plan as a scheme for construction during the Plan period, but is included in the County Council's 1996/97 TPP as a scheme to be reviewed in the context of the Sustainable Transport Policy.
- 6.22 In the light of local uncertainty over the need for the Relief Road, a traffic management experiment was carried out by the County Council, involving the closure of Duke Street to traffic. Following this experiment the County Council concluded that the closure of Duke Street to vehicles without the provision of a satisfactory alternative route would not be acceptable.
- 6.23 A Traffic and Parking Strategy for the town is being prepared as a joint exercise between the County and District Councils. The District Council has, for several years, favoured the abandonment of the Inner Relief Road scheme. The scheme was formally abandoned by the County Council on the 10th April 1996.

### ***Ivybridge Inner Relief Road***

6.24 Ivybridge Inner Relief Road was completed and opened to traffic in June 1994. The scheme has relieved the main shopping street of most traffic, and provides improved access to car parking and has allowed a pedestrian priority scheme to be introduced in Fore Street.

### ***A38 Possible Upgrading to Motorway Status and Additional Slip Roads***

6.25 In the White Paper "Roads for Prosperity" the Government has agreed to assess the needs of the A38 between Exeter and Plymouth, including consideration of its possible upgrading to motorway status and analysis of the need for and provision of service facilities. A feasibility study has been commissioned by the D.Tp to examine this issue. The Council will consider carefully the impact of any proposals on the local population and on the environment when responding to future consultations on this issue.



*The Ivybridge Inner Relief Road has allowed a pedestrian priority scheme to be introduced in Fore Street*

### ***A38 Additional Slip Roads East of Ivybridge***

6.26 The question of an additional junction with the A38 near Ivybridge has long been a matter of contention and was raised with the D.Tp by the County Council in 1986. The D.Tp advised that it was up to the County Council to promote and fund such a scheme which could be no closer to the eastern side of the town than the overbridge east of Filham. The D.Tp could see no justification for considering such a proposal as a Trunk Road Scheme and also noted that it seemed unlikely that it would be a viable proposition. As a consequence of the study into the feasibility of upgrading the A38 to motorway status the D.Tp are currently treating any proposals involving changes to the A38 as premature pending the outcome of this feasibility study.

### ***A38 Relocation of Slip Road at Lee Mill***

6.27 East bound traffic on the A38 dual carriageway travelling to the Lee Mill Industrial Estate currently passes through the centre of Lee Mill village. This represents a major part of the traffic passing through the village and has given rise to strong local pressure for a new slip road at Lee Mill. The aim is to provide a new slip road from the east-bound carriageway, situated to the east of the village, which would allow vehicles more direct access to the Industrial Estate from the A38. The existing slip road would be closed with the provision of a turning head. The scheme's future may depend on the D.Tp's findings regarding the possible upgrading of the A38.

### ***China Clay Traffic***

6.28 Many heavy goods vehicles involved in the china clay industry travel through the area daily. There is a voluntary agreement with the clay companies that heavy vehicles should use the Lee Moor/Newnham route rather than go through Cornwood or Bickleigh Vale. This agreement works reasonably well, although there are occasional incidents when heavy vehicles do travel through Cornwood.

- 6.29 However, in view of the apparent increase in lorry use of the road from Boringdon to Beatland Corner via Elfordleigh, which is an alternative to the recommended Lee Moor/Newnham route, the Area Highways Sub Committee has made an order to prohibit the use of this route by heavy goods vehicles over 7.5 tonnes laden weight, except for access and vehicles under police escort. The Sub-Committee has also recently agreed to consider proposed improvements to the Newnham Road at the next Highway Priority List Review and on completion of the improvement works to advertise an Order prohibiting all goods vehicles over 7.5 tonnes from using roads in the Cornwood and Sparkwell area. Should the Hemerdon Mine scheme eventually proceed, then associated road improvements required would also assist china clay movements to the A38.

## TRAFFIC CALMING

- 6.30 Over the past few years, many towns and cities in the UK and on the continent have introduced measures to alleviate a range of problems resulting from high traffic speeds and volumes. These problems include road accidents, community severance, pedestrian fear and intimidation, environmental degradation and difficult access to property, occurring on roads of differing functions in both urban and rural areas. In Devon there has been considerable progress in improving conditions for pedestrians in towns and cities with complete or partial pedestrianisation schemes combined with environmental enhancement works. Traffic calming techniques can make a further contribution to improving the quality of life particularly in shopping centres and residential areas by reducing vehicle speeds and restraining traffic flow.



*A scheme of traffic calming has been carried out at Berry Pomeroy*

- 6.31 Traffic calming is designed to adapt traffic to the environment into which it intrudes rather than the other way round. It seeks to reduce speed, and improves safety for the vulnerable road users, especially the child pedestrian and the elderly. It seeks to create a more constant traffic speed, discourage unnecessary vehicle intrusion into sensitive areas and fits well with the concept of highway enhancement. It also relates well to other measures to manage traffic pressures through residents' parking, bus priority or traffic restraint and often needs to be set within the wider framework of a management strategy for a broad area.
- 6.32 There are a variety of means of traffic calming other than the traditional speed humps which have commonly been used. Although road humps have their place, other measures such as realigned or narrowed carriageways and differential surfacing will often be more suitable. Each location needs to be considered carefully to achieve the most satisfactory system.
- 6.33 Significant changes have recently been introduced into the Road Hump Regulations which allows greater scope for their introduction and a wider choice in the shape and the use of mini-roundabouts as an initial speed control feature before the speed humps have been agreed. The D.Tp has also published guidelines

for the introduction of 20mph speed limit zones, which will be complementary to traffic calming measures and road humps. It should be noted that if the lower speed limits are agreed, it will be an essential requirement that engineering traffic calming measures will be introduced that would generally ensure that the 20mph limit was self-enforcing. Indeed, the design standard required for slower speeds allows much more flexibility in the design of environmental improvements and the introduction of attractive features to be included in the street scene.

- 6.34 The Council strongly supports the concept of traffic calming and is proposing appropriate traffic calming measures for several of the towns and villages in the South Hams. It believes that these measures, often in association with highway and environmental improvement schemes, can play a major part in improving the quality of life in the towns and villages. Schemes have been carried out in Bridgetown, Totnes, Berry Pomeroy, Dartington, Yealmpton and Brixton.

## **PUBLIC TRANSPORT**

- 6.35 Because of the remoteness of many villages in the South Hams, an adequate and efficient public transport system is especially important. The Transport Act 1985 has brought about changes in the provision of local bus services in Devon. Road service licensing has been replaced by a system of registration. The basic philosophy behind the Transport Act is that local bus services should be provided by the free market. Local Authorities, and in particular the County Councils, are responsible for securing services considered 'socially necessary' which the commercial market has not provided.

### ***Bus Services***

- 6.36 Most villages in the South Hams have some level of service. A number of buses each day serve the larger towns and villages, but the more isolated villages do not enjoy such a frequent service.
- 6.37 The present bus network has remained relatively stable since the 1985 Transport Act although a large number of bus services continue to need County Council Subsidies. In the longer term the network provided will be reliant on the continuing availability of County Council funding although it is their stated intention to persist with their central policy objective of maintaining an efficient and comprehensive system of public passenger transport within defined criteria to meet the County's need. The District Council's policy is not to subsidise the running costs of services.

### ***Unconventional Public Transport***

- 6.38 Rather than subsidise uneconomic services, the Council wishes to actively encourage voluntary community based initiatives for public transport schemes where conventional bus services have been, or are about to be, withdrawn, or are totally inadequate. These are projects such as community buses and car sharing schemes, which are tailored to meet very specific local needs, often far more than just a regular bus service.
- 6.39 The Coleridge Bus was one of the pioneering examples of such a scheme and was only the second community bus scheme to be developed in Devon commencing operation in February 1979. It operates over an area of 9 parishes

in the Kingsbridge area, providing services on 4 days a week. The West Dart Community Bus, set up in 1985, serves the parishes of Blackawton and Dittisham and provides several journeys to Totnes and Dartmouth each week. The Harbourne Community Bus offers a service to the general public in the area around Harbertonford, Cornworthy, Diptford and Ashprington and local buses, catering particularly for the elderly, operate in Dartmouth, Ivybridge, Kingsbridge, Salcombe and Totnes. The Council also supports two Ring and Ride services for disabled and frail elderly persons in the Totnes/Dartmouth and Ivybridge areas.

- 6.40 The Devon Structure Plan encourages alternative public transport services where the demand does not justify the retention of conventional services. The County Council is also active in assisting this type of scheme; it offers an excellent advisory service and the District Council does not wish to duplicate this. However, there is an important role for the District Council to act as a catalyst to bring people and organisations together, perhaps convening a meeting to initiate a scheme. Appropriate financial help from the Council is also considered important.
- 6.41 It must be made clear that it is not the Council's intention to detract from existing conventional services and that improvements to them are very important to the area.

### **Rail Services**

- 6.42 Totnes station provides the District with both local and Inter City Services. The Council considers this service to be vital to the prosperity of South Devon and will oppose any reduction in the number of services stopping at the station. A new waiting room, booking hall, footbridge and better bus and car parking arrangements have been carried out by British Rail.



- 6.43 In July 1994 a new railway station was opened at Ivybridge. As part of the Transportation Strategy for the Plymouth sub-region it provides a park and ride service to the city centre. However, trains also run east from the station. It is anticipated that the level of use of the facility will grow steadily through the Plan period.

*The new British Rail station at Ivybridge*

- 6.44 The County Council, D.Tp, rail companies and several local authorities including the Council are involved in investigating the rail potential in the Plymouth sub-region as a whole. The re-opening of other former rail stations and establishment of new ones between Totnes and Plymouth is also being considered as part of these investigations. The re-opening of South Brent Station is being seriously considered, and the Council will continue to keep the situation under review.

- 6.45 The Torbay Steam Railway runs from Kingswear to Paignton where it connects with the main railway. This line could well assist in any development at Noss, (see Chapter D2). The Dart Valley Steam Railway also runs from just outside Totnes to Buckfastleigh. These services cater chiefly for visitors.

### **Ferry Services**

- 6.46 Two vehicle ferry services and a passenger ferry operate between Dartmouth and Kingswear. Their continued operation is important to the town and the wider area.
- 6.47 A passenger ferry links Dittisham with Greenway Quay and could form part of the route to be promoted as a long distance recreational path.
- 6.48 A passenger ferry links Salcombe with East Portlemouth. Its continued operation is considered to be essential, both for residents and holidaymakers. A seasonal passenger ferry also links Bantham with Cockleridge across the Avon. Both ferries form part of the South Devon Coast Path, (see para. 5.68).



*The Council believes the passenger ferry between Salcombe and East Portlemouth to be essential to residents and holidaymakers*

### **Park and Ride**

- 6.49 The provision of Park and Ride facilities by rail or bus is recognised as being of considerable benefit in reducing traffic congestion in urban areas. It is an essential part of environmental and economic planning especially in view of the fact that some South Hams towns are reaching the point where they are unable to cope with even out of season demands. It is particularly important to look to provide park and ride schemes with more comprehensive and extensive associated facilities than has previously been the case if the potential of park and ride is to be fully realised.
- 6.50 The County Council has developed a Park and Ride policy which allows joint funding with District Councils on schemes where there is an agreed transportation/ local plan strategy. The Council works closely with the County Council in the spirit of this policy and is proposing new or enhanced park and ride schemes for Dartmouth, Kingsbridge, Salcombe and Totnes. Where there are seasonal requirements which cannot be incorporated into all year round facilities, the County Council's involvement may be limited to signing and publicity only.

### **Cycling**

- 6.51 Cycling is increasingly being recognised as an economical, healthy and environmentally friendly form of transport for local journeys. The Council will work with others to help change public perception of cycling in the South Hams for the better and introduce schemes and highway conditions which favour cyclists.
- 6.52 Cycle paths already exist in the Bickleigh Vale and between Totnes and Dartington. Potential for further cycle routes is being investigated in a number of locations, both for recreational purposes and as local routes.

## INTRODUCTION

- 7.1 Shopping is a necessary feature of everyday life. In the South Hams it is not only important in providing jobs and services in the community but is also a significant feature of the tourist industry. It has a major effect on the patterns of movement of vehicles and pedestrians and can help to stimulate other commercial activity.

## THE TOWN CENTRES

- 7.2 Shopping is a primary function of the district's town centres. Historically, markets were established at places where people met or routes converged, taking advantage of opportunities for commerce. In many cases such market locations form the basis of the town centres with which we are familiar today.
- 7.3 The Council aims to help to maintain and enhance the vitality and viability of the South Hams town centres through the policies of the Plan, encouraging and supporting retailing and promoting environmental improvements and enhancement of shoppers' facilities in them. Outside the town centres the Council will generally restrict retail development unless it is intended to meet a local need.
- 7.4 Salcombe and Dartmouth experience particular fluctuations in shopping activity related to the tourist season. The Council is concerned to try to help these centres to cope with such variations in trade through its approach to tourism, and particularly the extension of the tourist season (see paragraphs 3.45 - 3.49). It will also seek to protect their hotel stock (see paragraphs 3.57 - 3.59).
- 7.5 The Council has been concerned by the proliferation of non-shopping uses which have arisen in many town centre premises over recent years. The cumulative effect of such uses is to undermine the shopping character of an area, and the appearance or amenity of a locality can also be adversely affected. The Plan limits uses which might result in such effects in town centres.



*The Plan aims to maintain the vitality of town centres*

7.6

## **SHDC 23: SHOPPING IN TOWNS**

1. **Within the Central Shopping Areas defined at Dartmouth, Ivybridge, Kingsbridge, Modbury, Salcombe and Totnes:**
  - a. **Shopping development (Use Class A1) will be permitted;**
  - b. **Proposals for non-shopping use, including Use Classes A2 (Financial and Professional Services) and A3 (Food and Drink) of ground floor premises will be permitted, providing it would not:-**
    - (i) **undermine the shopping character of the street; or**
    - (ii) **detract from the appearance of the immediate environment; or**
    - (iii) **adversely affect the amenity of the surrounding area through consequent noise, smell, litter, congestion on pavements or disturbance arising from late opening hours.**
2. **In these towns, outside of the Central Shopping Areas, only the following forms of development in Use Class A1 will be permitted:**
  - a. **small shops in outlying residential estates (not more than 46 sq.m. (500 sq.ft.) net);**
  - b. **small scale retail outlets ancillary and subsidiary to industrial, craft or service uses.**

7.7 Proposals for amusement centres will be the subject of particularly stringent examination by the Council. The town centres are for the most part Conservation Areas with special character and qualities to be protected. The Council will therefore apply rigorous criteria to its judgement of any proposal.

7.8

## **SHDC 24: AMUSEMENT CENTRES**

**Amusement centres will not be permitted except where they would cause no harm to conservation interests, road safety or the amenity of local residents, would not conflict with other local uses and would meet the criteria set out in Policy SHDC 23.1.b: Shopping in Towns.**

7.9 From time to time, the Council may receive proposals for development that cannot, because of their size, be accommodated within town centres. Such proposals might include large convenience goods stores, retail warehouses or large scale garden centres. These should be considered in a context wider than the South Hams alone, and therefore the Council will rely on the policies of the Plan together with the relevant Devon Structure Plan policies, in particular SHP1, SHP6, SHP7 and SHP9 which are reproduced in full at Appendix 1.

## VILLAGES AND THE COUNTRYSIDE

7.10 Village shops and sub-post offices are an important part of rural community life, and the Council will seek their retention and encourage new provision where this is clearly geared towards local needs. Farm shops will also be permitted providing that only produce grown on the farm where the shop is sited is sold. To ensure that these are of an appropriate scale and nature, not competing directly with town centre shops, they will be limited to no more than 46 sq.m., in accordance with Devon Structure Plan Policy SHP9.

### 7.11 SHDC 25: SHOPPING IN VILLAGES AND THE COUNTRYSIDE

**Proposals for small new shops (not more than 46 sq.m. (500 sq.ft.) net), including farm shops, will be permitted in villages and the countryside provided they are either clearly intended to serve no more than the local community or, in the case of farm shops, will clearly be limited to the sale of produce grown on the farm where the shop is sited.**

*Village shops and sub-post offices are an important part of rural community life*



# APPENDICES

1. *Devon Structure Plan Policies* .....page 70
2. *Useful Addresses* .....page 72
3. *Relavant Publications* .....page 73
4. *South Hams Land Availability Profile* .....page 74

*The policies listed here are those specifically referred to within the text of the South Hams Local Plan. Other Structure Plan policies may also be relevant to the consideration of development proposals. For the avoidance of doubt the published Devon Structure Plan Third Alteration should be referred to. This can be obtained from the County Council at the address given in Appendix 2.*

**National Parks and Areas of Outstanding Natural Beauty**

*Policy CDE3*

In designated National Parks and Areas of Outstanding Natural Beauty the preservation and enhancement of the landscape will be given priority over other considerations in the determination of development proposals. Within these areas development will not be permitted except where this is necessary for the economic or social well-being of the locality, or is acceptable in terms of Policy PRW8, or where it will enhance its character. Particular care will also be taken to ensure that any development proposed adjacent to such areas does not damage their special landscape character.

**Areas of Great Landscape Value**

*Policy CDE4*

In Areas of Great Landscape Value development will only be permitted which has no significant adverse effect on the special landscape character of the area.

**Coastal Preservation Areas**

*Policy CDE5*

Within Coastal Preservation Areas, including Heritage Coasts, to permit only the following developments:

1. those essential for the benefit of the public at large, which cannot reasonably be accommodated elsewhere;
2. those essential in connection with providing public access to the coast and informal open-air recreation;
3. alterations and additions within the curtilage, and changes in the use of existing buildings, which would make little impact upon the character of the protected area;
4. improvement of facilities on existing chalet or caravan or tented camping sites which would make little impact upon the character of the protected area (excepting that this shall not apply to sites permitted by a General Development Order); and
5. those essential for the purposes of agriculture or forestry.

**Nature Conservation and Reserves**

*Policy CDE9*

Development likely to have an adverse effect on the conservation value of a National Nature Reserve or of a Site of Special Scientific Interest will only be permitted if it can be demonstrated that other material considerations outweigh the special interest of the site.

Sites which are designated or potential Ramsar Sites, Special

Protection Areas or Special Areas of Conservation will be given the protection afforded to SSSIs. In addition, development proposals likely to have a significant effect on such sites will only be allowed if there is no alternative and if there are imperative reasons of overriding public interest for them. Where such sites host a priority habitat or species (as listed in the EC Habitats Directive) development should only proceed if required for reasons of human health or safety or for other beneficial environmental reasons.

**Overall Retail Considerations**

*Policy SHP1*

To provide for the shopping needs of all Devon's residents and visitors by ensuring that all new retail development should satisfy the following criteria:

1. it should not, either alone or combined with other existing and proposed development, seriously affect the vitality and viability of existing town centres as a whole;
2. it should not prejudice urban regeneration, particularly the revitalisation of town and city centres;
3. it should normally be reasonably accessible to those without private transport;
4. it should be located satisfactorily in highway terms

having regard to its access to, and its effect on, the highway network. It should also have adequate parking and servicing provision;

5. it should be compatible with the character and environment of the surrounding area; and
6. all infrastructure that is required to enable the proposal to proceed is available or will be provided.

### **Large Convenience Goods Stores**

#### *Policy SHP6*

Outside town centres, large convenience goods stores exceeding 15,000 square feet of net retail floorspace will be permitted where they are consistent with policy SHP1 and where the development:

1. will form part of an existing, or serve as a nucleus for a proposed, District Centre within a Regional or Sub-Regional Centre;
2. is well related to, but would not adversely affect, residential areas and is conveniently accessible to pedestrians.

### **Retail Warehousing**

#### *Policy SHP7*

Only to permit retail warehouse parks (comprising three or more stores) or individual retail warehouses within or immediately adjacent to Exeter, Plymouth, Torquay/Paignton, Newton Abbot or Barnstaple. Individual warehouses could also be acceptable in the larger Area Centres where consistent with Policy SHP8. In all cases, development should be consistent with Policy EMP3 and Policy SHP1 (except criterion 3), and the types of stores to be permitted should be restricted to those not readily accommodated within town/city

centres (i.e. large single storey buildings with adjoining customer car parking and intended for the sale of DIY goods, certain electrical goods, flat pack furniture; and garden centres).

### **Shopping Facilities in Rural Areas**

#### *Policy SHP9*

To maintain and improve shopping provision within Selected Local Centres. To permit the development of small shops (i.e. normally not exceeding 500 sq.ft. net) or sub-post offices in other villages and rural areas, having regard to the needs of the local community, including the need to support the diversification of the functions of rural post offices, and to traffic and environmental requirements. Large stores intended to serve more than a local community will not normally be permitted within Selected Local Centres, other villages and rural areas.

## APPENDIX 2: Useful Addresses

### **South Hams District Council**

Follaton House, Plymouth Road,  
Totnes, TQ9 5NE

Tel: Totnes 861234 (*All Departments  
including Local Plans, South Hams  
Environment Service and South  
Devon Heritage Coast*).

Tel: Totnes 861122 (*Development  
Control*)

### **Salcombe Harbour Authority**

Harbour Office,  
Whitestrاند, Salcombe

Tel: Salcombe 843791

### **Dart Harbour and Navigation Authority**

Harbour Office, 6 Oxford Street  
Dartmouth TQ6 9AL

Tel: Dartmouth 832337

### **Devon County Council HQ**

County Hall,  
Topsham Road, Exeter, EX2 4QW

Tel: Exeter 382000

### **County Environment Department**

Lucombe House, County Hall,  
Topsham Road, Exeter, EX2 4QW

Tel: Exeter 382000

### **Dartmoor National Park Authority**

Parke, Haytor Road,  
Bovey Tracey, TQ13 9JQ

Tel: Bovey Tracey 832093

### **Town Councils**

#### **Dartmouth Town Council**

Guildhall, Dartmouth, TQ6 9RY

Tel: 01803 832281

#### **Ivybridge Town Council**

Town Hall, Erme Court,  
Leonards Road, Ivybridge,  
PL21 0SZ

Tel: Plymouth 893815

#### **Kingsbridge Town Council**

Quay House, Kingsbridge,  
TQ7 1DZ

Tel: Kingsbridge 853296

### **Modbury Town Council**

Prospect House, Back Street,  
Modbury, PL21 0RF

Tel: Modbury 830491

### **Salcombe Town Council**

Cliff House, Salcombe. TQ8 8DF

Tel: Salcombe 2282

### **Totnes Town Council**

The Guildhall,  
Totnes, TQ9 5ST

Tel: Totnes 862147

### **Note:**

**For Parish Council Clerks' addresses  
which change quite often, please  
contact the District Council.**

### **Other Bodies**

#### **South West Water Services Limited**

*For Planning Liaison, Water Supply  
and Sewage Treatment enquiries:-*

*For east of River Erme*

East Division,  
Exewater, Eagle Way,  
Sowton, Exeter. EX2 7HY

Tel: 01392 445544

*For west of River Erme*

West Division,  
Dowrglann, Stennack Road,  
Holmbush Industrial Estate,  
St. Austell, Cornwall. PL25 3SW

Tel. 01726 66766

#### **Environment Agency,**

Manley House, Kestrel Way,  
Exeter, EX2 7LQ

Tel: Exeter 444000

#### **Devon Farming and Wildlife Advisory Group (FWAG)**

Government Buildings,  
Alphington Road, Exeter,  
EX2 8NQ

Tel: Exeter 77951

#### **Countryside Commission**

Bridge House, Sion Place,  
Clifton Down, Bristol, BS8 4AS

Tel: Bristol 739966

### **Ministry of Agriculture**

Regional Planning Advisor,  
Land Use Planning Unit,  
Block 3, Government Buildings,  
Burghill Road,  
Westbury-on-Trym,

Bristol. BS10 6NJ

### **English Nature**

Devon Regional Office,  
The Old Mill House,  
37 North Street,  
Okehampton, EX20 1ER

Tel: Okehampton 55045

### **Regional Sports Council and South Western Council for Sport and Recreation**

Ashlands House, Ashlands,  
Crewkerne, Somerset, TA18 7LQ.

Tel: Crewkerne 73491

### **Forestry Authority**

Mamhead Castle, Mamhead,  
Exeter, EX6 8HD

Tel: 01626 890666

### **Devon Conservation Forum**

County Hall, Topsham Road,  
Exeter, EX2 4QW

Tel: Exeter 383327

### **Community Council of Devon**

County Hall, Topsham Road,  
Exeter, EX2 4QW

Tel: Exeter 3820000

### **Groundwork - Plymouth Area**

1, The Crescent, Plymouth,

Tel: Plymouth 254444

### **West Country Tourist Board**

Trinity Court,  
37, Southernhay East,  
Exeter, EX1 1QS

Tel: Exeter 76351

### **Devon Wildlife Trust**

Shirehampton House,  
35-37, St. Davids Hill,  
Exeter, EX4 4DA

Tel: 01392 79244

## APPENDIX 3: Relevant Publications

### South Hams Documents

#### Corporate Documents

*"Corporate Plan (including the Annual Statement and Budgets)"*

*"South Hams Annual Report and Accounts"*

Both of these documents are published annually by SHDC,

*price £5 each.*

#### Local Plan Documents

*"Project Report And Brief" (May 1981)*

*"Community Appraisals: The Local Response" (1982)*

*"Planning Policies, Practices and Programmes" and "Planning Facts and Figures" (1982):*

*"The Future of the South Hams" (Jan 1983) and "Update" (Sept 1983)*

The following documents were each produced for 5 Plan areas (Dartmouth, Ivybridge, Kingsbridge, Modbury and Totnes):-

*"Draft District Plan" (Dec 1983 - April 1984)*

*"Draft District Plan: Response Report"*

*"Local Plan" (Deposit versions) (Dec 1985 - April 1986)*

*"Inspector's Report"*

*"Summary of Inspector's Report and Proposed Modifications" -*

*Price £1 each*

*"Local Plan" (Adopted 1988)*

*Price £6 each*

The last two documents listed are available from the Planning and Housing Department, Follaton House, Plymouth Road, Totnes.

All the other Local Plan documents are now out of print but copies are available for inspection at the above address.

The draft first review of the Local Plan documents comprised:-

*"Local Plan First Review Part 1: General Policies" (January 1991)*

*Price £2*

together with a document for each of the 5 Plan areas (Dartmouth, Ivybridge, Kingsbridge, Modbury, Totnes):-

*"Local Plan First Review Part 2" (January - March 1991)*

*Price £7 each*

Comments received on these documents and the Council's response are summarised in 6 Response Reports dealing with Part 1 and the 5 plan areas.

*"Local Plan Draft First Review Response Report" (October 1991)*

*Price £3 each*

Following the introduction of new regulations a district-wide local plan was produced and placed on formal deposit.

It also comprised a document containing general policies:-

*South Hams Local Plan 1989-2001 Part 1 : General Policies February 1992*

*Price £2 each*

Together with 5 area documents corresponding to the former plan areas:-

*South Hams Local Plan 1989-2001*

*Part 2: Dartmouth area*

*Part 3: Ivybridge area*

*Part 4: Kingsbridge area*

*Part 5: Modbury area*

*Part 6: Totnes area*

*February 1992*

The 5 plan area documents are now out of print, but copies are available for inspection at the Council offices, Follaton House, Plymouth Road, Totnes.

*Inspector's Report (August 1993)*

*Price £10*

*Summary of Inspector's Report and Proposed Modifications*

*Parts 1-6 (October 1994)*

*Price £3 each*

*Further Proposed Modifications (May 1995)*

*Price £5*

*Summary of objections/ representations to Further Proposed Modifications and the Council's Response*  
*November 1995*

*Price £5*

*Further Proposed Modification*  
*February 1996*

*Price £1*

### Devon Planning Documents

*"Devon County Structure Plan" (1981)*

*"County Structure Plan First Alteration" (1985)*

*"Devon County Structure Plan Incorporating First and Second Alterations" (1989)*

*"Devon County Structure Plan Third Alteration: Devon into the Next Century" (Consultation Draft - Oct 1990)*

*"Devon County Structure Plan Third Alteration 1989 - 2001 (As submitted to the Secretary of State) (May 1991)*

*Devon County Structure Plan Third Alteration 1989-2001 (Approved March 1994)*

All of the County documents above are published by Devon County Council. Copies can be obtained from The County Environment Department, Lucombe House, County Hall, Topsham Road, Exeter.  
Tel: Exeter 382000

## APPENDIX 4: South Hams Land Availability Profile April 1995

	(1) COMPLETIONS 1989 - 1995		(2) SITES WITH OUTLINE P.P. AT APRIL 1995		(3) SITES WITH DETAILED P.P. AT APRIL 1995		(4) UNDER CONSTRUCTION AT APRIL 1995		(5) LOCAL PLAN SITES AT APRIL 1995		(6) TOTAL COMMITMENTS AT APRIL 1995 (2 + 3 + 4 + 5)	
	Residential (Dwellings)	Employment (Hectares)	Residential (Dwellings)	Employment (Hectares)	Residential (Dwellings)	Employment (Hectares)	Residential (Dwellings)	Employment (Hectares)	Residential (Dwellings)	Employment (Hectares)	Residential (Dwellings)	Employment (Hectares)
<b>ILP AREA</b>												
IVYBRIDGE (Area Centre; inc. Lee Mill Industrial Estate)	678	2.61	86	0.54	291	0	98	1.13	103	0.32	578	1.99
WOOLWELL	545	0	0	0	0	0	0	0	0	0	0	0
ROBOROUGH EMPLOYMENT ESTATES <sup>(1)</sup>	0	3.52	0	8.51	0	0.30	0	0	0	3.84	0	12.66
LANGAGE EMPLOYMENT ESTATE	0	21.33	0	13.89	0	3.93	0	1.22	0	25.50	0	44.54
ELSEWHERE	100	0.75	17	1.60	102	0.38	32	0	0	0	151	1.97
TOTAL	1,323	28.21	103	24.55	393	4.61	130	2.34	103	29.66	729	61.17
<b>MLP AREA</b>												
MODBURY (SLC)	52	0	53	0	29	0.51	4	0	10	0.20	96	0.71
YEALMPTON (SLC)	6	0	2	0	4	0	1	0	0	0	7	0
ELSEWHERE	301	0.03	26	0	141	0.04	38	0	12	0	217	0.04
TOTAL	359	0.03	81	0	174	0.55	43	0	22	0.20	320	0.75

<b>KLP AREA</b>													
KINGSBRIDGE (Area Centre, inc. Torr Quarry Emp. Estate)	263	1.01	37	0	140	0.20	10	0	40	0	227	0.20	
SALCOMBE (SLC)	121	0	11	0	33	0	4	0	3	0	51	0	
STOKENHAM/ CHILLINGTON (SLC)	14	0	0	0	9	0	0	0	10	0.30	19	0.30	
ELSEWHERE	340	1.20	54	0	231	0.49	29	0	0	0.20	314	0.70	
<b>TOTAL</b>	<b>738</b>	<b>2.21</b>	<b>102</b>	<b>0</b>	<b>413</b>	<b>0.69</b>	<b>43</b>	<b>0</b>	<b>53</b>	<b>0.51</b>	<b>611</b>	<b>1.20</b>	
<b>DLP AREA</b>													
DARTMOUTH (Area Centre)	117	0.08	22	0	93	0.40	36	0	75	3.46	226	3.86	
ELSEWHERE (inc. Noss Emp. proposals)	119	0.58	14	0	75	0.13	7	0	0	1.62	96	1.74	
<b>TOTAL</b>	<b>236</b>	<b>0.66</b>	<b>36</b>	<b>0</b>	<b>168</b>	<b>0.53</b>	<b>43</b>	<b>0</b>	<b>75</b>	<b>5.08</b>	<b>322</b>	<b>5.60</b>	
<b>TLP AREA</b>													
TOTNES (Area Centre) <sup>(2)</sup>	278	0.04	3	0	175	0.97	77	0	50	0	305	0.97	
ELSEWHERE	234	1.06	30	0.14	230	1.27	30	0.05	46	0.16	336	1.62	
<b>TOTAL</b>	<b>512</b>	<b>1.10</b>	<b>33</b>	<b>0.14</b>	<b>405</b>	<b>2.24</b>	<b>107</b>	<b>0.05</b>	<b>96</b>	<b>0.16</b>	<b>641</b>	<b>2.59</b>	
<b>TOTAL</b>	<b>3,168</b>	<b>32.21</b>	<b>355</b>	<b>24.69</b>	<b>1,553</b>	<b>8.62</b>	<b>366</b>	<b>2.40</b>	<b>349</b>	<b>35.61</b>	<b>2,623</b>	<b>71.32</b>	

**Notes:** (1) 8.68 hectares of employment land have been held in reserve on a single site at Broadley Park since before April 1986. This figure does not appear in the table.

(2) 0.16 hectare of employment land at South Brent within the Dartmoor National Park is included, since the Structure Plan Third Alteration employment figures do not include a specific allowance for the National Parks.