

South Hams Local Plan Review

1995-2011

Part 3: Ivybridge and Modbury - West Area

*This document sets out the detailed policies and proposals which will apply for the Ivybridge and Modbury area of the district during the period up to 2011. It should be read in conjunction with the **Part 1 document** which sets out the general policies which will apply throughout the South Hams.*

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W1. The Ivybridge and Modbury Area

Introduction

W1.1 The Ivybridge and Modbury area is the westernmost of the South Hams district's three Local Plan Areas. It embraces sixteen parishes and is an area of greatly contrasting character and scenery. To the north, it contains the southern slopes of Dartmoor, to the south the English Channel coast, to the west it borders the urban fringe of Plymouth and to the east it extends towards the rural heartland of the South Hams. The area is split from east to west by the A38 Devon Expressway and the main Penzance to London railway line.



W1.2 The character of settlements is also very different across the area and the two main towns of Ivybridge and Modbury have markedly different characters. Villages within the area vary from mining villages on the edge of Dartmoor such as Lee Moor and Wotter, to more typical South Hams rural villages such as Holbeton and Ugborough, and attractive coastal villages such as Newton Ferrers and Noss Mayo.

W1.3 The character of parts of the area has changed remarkably in recent years as a result of new housing and employment development. The area acts as a magnet to new development for a variety of reasons. It is reasonably accessible, and is immediately adjacent to the city of Plymouth so that commuting times into the city are relatively

short. It is also an attractive environment, partly protected by landscape designations. The parts of the area which are not so protected have tended to accommodate the most growth.

W1.4 The two areas most dramatically affected by recent development are the A38 corridor and the area to the north of Plymouth. The A38 corridor has seen considerable new employment development at Langage and Lee Mill and major new residential development, particularly at Ivybridge. To the north of Plymouth new development has taken place at Woolwell where 1300 houses have been built since 1981, and new employment land has also been developed around Woolwell and Roborough.

W1.5 Just to the east of the area, inside Dartmoor National Park, lies South Brent. Whilst South Brent is important for providing local services and facilities for the surrounding area it falls to the Dartmoor National Park Authority to deal with all planning matters for South Brent and land within the National Park boundary.

W1.6 The Local Plan establishes a settlement hierarchy in which Ivybridge is identified as an Area Centre and Modbury, Woolwell and Yealmpton are identified as Local Centres. These settlements are recognised as having an important role to play in providing a range of services and facilities for their local communities. Below these identified settlements the area also contains many villages which offer a more limited range of facilities to their immediate area.

W1.7 Parts of the Ivybridge and Modbury area are renowned for their natural beauty, landscape quality and coastal scenery. This is recognised by the fact that different parts of the area are covered by various national and local landscape designations. These include two Areas of Outstanding Natural Beauty (AONB) – one which covers the entire coastal belt and one which covers the Tamar-Tavy estuary, a Coastal Preservation Area (CPA) and Area of Great Landscape Value (AGLV) designations. The historic built form of the area is also very important. Many of the area's settlements contain Conservation Areas and there are also many Listed Buildings.

The Devon Structure Plan

W1.8 Parts of the Ivybridge and Modbury Local Plan Area lie within an area defined by the Devon Structure Plan as the Plymouth Area of Economic Activity (PAEA). Within the western South Hams the County Council has identified, for statistical purposes, the six parishes of Bickleigh, Brixton, Ermington, Ivybridge, Sparkwell and Yealmpton as lying within this area. The Structure Plan recognises that the greatest potential for future economic development lies within AEA's and seeks to concentrate investment within such areas. It also allocates the bulk of new housing and employment land provision for the County to such areas.

W1.9 The Devon Structure Plan proposes that the remainder of the Local Plan Area, outside the PAEA, be covered by an area of development constraint. This recognises the area's rural character where development provision should be more limited given the need to avoid dispersed settlement patterns, reduce the need to travel and conserve the landscape. However, the strategy does recognise that the area may have specific local needs for which provision should be made.

Housing

W1.10 The Devon Structure Plan proposes 11,500 new dwellings for the South Hams in the plan period 1995-2011 of which 7,200 should be in the PAEA, including a proposal for a new community of at least 2,500 dwellings in the period up to 2011. For Plymouth the Structure Plan proposes 6,800 new dwellings, so the total dwelling requirement for the PAEA is 14,000 in the plan period.

W1.11 The overall strategic context for the western South Hams is largely geared towards meeting the needs of Plymouth, although the Council also recognises the real need of the area's existing population. The national trend is still towards smaller household size and the results of a district-wide Housing Needs Survey, carried out by consultants for the Council in partnership with Plymouth City Council and the Housing Corporation, have shown a significant need for affordable housing for local people both in Plymouth and the South Hams. The Structure Plan housing figures for western South Hams seek to address this level of need and the bulk of the new housing proposed within the western South Hams, and most particularly the PAEA, is directed towards meeting part of the needs of Plymouth which cannot be accommodated inside the city boundary.

W1.12 Since the Devon Structure Plan was approved in February 1999 the government has issued new planning policy guidance on housing (PPG3: Housing). PPG3 introduces a requirement for authorities to carry out urban capacity studies to try to ensure that new development on greenfield sites is only carried out when necessary. The Plymouth Urban Capacity Study, carried out in 2001 after the Structure Plan's approval, has revealed capacity for about 2,500 additional dwellings in the city over and above the Structure Plan figure. Government guidance, particularly in PPG3, requires that this capacity be taken into account and the Plymouth Local Plan, which will be placed on

deposit in tandem with the South Hams Local Plan will be making provision for about 2,500 dwellings more than proposed in the Structure Plan. Therefore, after allowance has been made for urban capacity in Plymouth and in South Hams, completions, commitments and anticipated windfalls, provision for about 3,500 dwellings remains to be made on greenfield sites in the South Hams part of the PAEA. There is a small degree of flexibility in the Structure Plan, but the needs of the Plymouth sub-region must be clearly addressed in the local plans. Taken together, proposals in the Plymouth Local Plan and in the South Hams Local Plan will deliver the Structure Plan requirement of 14,000 dwellings in the PAEA across South Hams and Plymouth in the period 1995-2011.

W1.13 PPG3 also introduces a search sequence for new housing land, starting with the re-use of previously developed land, then urban extensions, and finally new development around nodes in good public transport corridors. Within that context PPG3 goes on to set out a series of sustainability criteria, including accessibility, infrastructure and environmental constraints, against which prospective sites should be assessed. In the light of the government's new guidance the Council has critically examined the Structure Plan's proposals and carefully considered whether its strategy, particularly the proposal for a new community, still represents the most acceptable and sustainable way of meeting the identified housing needs in South Hams. Its conclusion is that the Structure Plan's proposals still represent the most sustainable and appropriate way to meet those needs, predominantly through a new community.

W1.14 The plan's proposed distribution of development within the Ivybridge/Modbury Area has been made with due consideration to a number of important factors, including sustainability, settlement function, countryside character, accessibility and the availability of services and facilities. As part of this process and in acknowledgement of the outstanding and sensitive landscape and coastline of parts of this area, the Council has worked in partnership with the Countryside Agency and consultants to undertake an assessment of potential sites for development. This has helped to inform the choice of sites where development can be best accommodated, and the form of development to best assimilate the sites into both the urban fabric and landscape.

W1.15 In particular, the Council has concluded that the most sustainable location for a new community is at Sherford, to the south of Deep Lane junction on the A38. It's development should be phased according to an agreed cross

border phasing programme to ensure that development of any phase does not proceed until it has been demonstrated through urban capacity studies that the need for that phase cannot be met on previously developed sites. The new community at Sherford will be recognised as an Area Centre in the plan when it attains an appropriate critical mass (see Part One, Policy DS1 : Area Centres).

Employment

W1.16 In relation to the area's economy, the Devon Structure Plan provides for 120 hectares of employment land in the South Hams between 1995 and 2011 with 100 hectares of this allocation to be provided within the PAEA. After allowing for completions and commitments, an outstanding balance of 38.5 hectares remains to be found in the PAEA up to 2011. Much of this requirement will be met through a major extension to the Langage Employment Estate and at the proposed new community at Sherford, but the Plan also advances several smaller employment sites at Broadley Park, Ivybridge and Yealmpton, not only to meet the needs of the Plymouth sub region but also to address local needs.

Transport

W1.17 Devon County Council and Plymouth City Council are now required to produce Local Transport Plans (LTP's) as a framework for a more balanced and integrated transport system. LTP's are reviewed annually and cover a five year funding period. It is vital to ensure consistency between the Local Plan and the LTP's to ensure a co-ordinated approach to land use planning and transportation both within the South Hams and with neighbouring authorities. In particular, the provision of Light Rapid Transit (LRT) to link Sherford (Chapter W3) with Plymouth will require a carefully co-ordinated approach.

W1.18 The Ivybridge/Modbury plan area, indeed most of the South Hams, lies within the Devon LTP's South West Devon Zone, one of five zones across Devon. The zones programme focuses on longer journeys between Devon's Regional and Sub-Regional Centres and Centres such as Ivybridge, whilst recognising the impact that travel has on the environment. The South West Devon Zone Programme aims to enhance sustainable local transport networks in a high quality rural area. Its key priorities include:

- enhanced walking and cycling routes linked to the South West Coast Path and the National Cycle Network;

- improvements to the public transport facilities in market towns, linked to enhanced passenger facilities on urban and rural bus routes; and
- enhanced accessibility for market and coastal towns as part of town centre management initiatives.

W1.19 The objectives of the Ivybridge Local Area Programme include:-

- Improved and enhanced pedestrian and cycle routes and facilities;
- Improvement of infrastructure to assist public and community transport;
- Safer journeys to schools and employment.

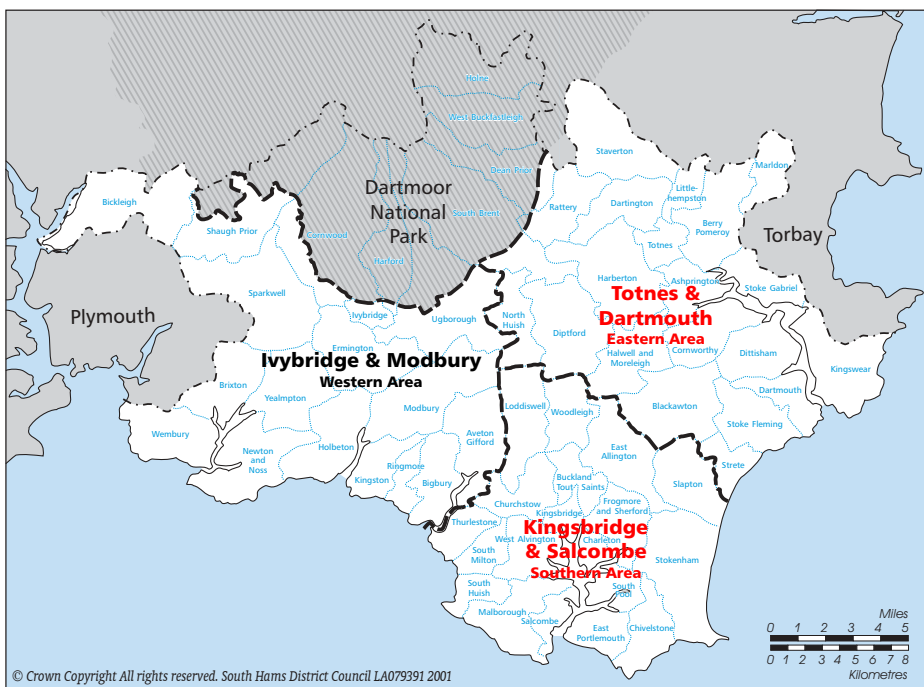
Programme funding will allow the development of schemes that will include:-

- Identification and implementation of routes for the National Cycle Network (NCN) and the A38 corridor.
- Identification and implementation of urban cycle/pedestrian routes.
- A379 corridor (Plymouth to Kingsbridge) bus service infrastructure investigations.
- Promotion of School Travel Plans and Employment Travel Plans.

Other Parts of the Local Plan

W1.20 This document, the Ivybridge and Modbury Part 3 document, is one of three area-based documents which set out the detailed policies and proposals for the South Hams during the plan period up to 2011. Following this introductory chapter, the document includes chapters on the towns of Ivybridge and Modbury, the new community proposed at Sherford, major development proposals at Langage, and subsequent chapters covering the smaller villages within the plan area from Aveton Gifford to Yealmpton.

W1.21 The other two area-based parts of the Local Plan are the **Dartmouth and Totnes Part 2** document covering the eastern part of the district and the **Kingsbridge and Salcombe Part 4** document covering the southern part of the South Hams. The final document which makes up the South Hams Local Plan is the **Part 1 - General Policies** document. This document sets out the general policies which will apply throughout the South Hams during the period up to 2011.



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W2. Ivybridge

Introduction

The Town's Development

W2.1 Ivybridge has grown considerably in recent years and is now the largest town in the South Hams. It took its name from the ancient pack horse bridge over the Erme, which probably dates back to the 13th century. The present bridge is a single-arched structure of some age, difficult to date, and now by-passed by a modern bridge.

*See Insets
WA1 & WA2*

W2.2 The civil parish of Ivybridge was constituted in 1894, formed out of parts of Cornwood, Ugborough and Ermington. For centuries, Ivybridge remained a quiet moorland village, with mining and agriculture prominent in local life. Gradually, it became a staging post on the Plymouth to London road. The power of the River Erme was harnessed and used to drive large mills. By then Ivybridge was beginning to be more than just a village. The Great Western Railway eventually arrived and increased the town's importance. All these events have shaped the town's character and are still evident in the Ivy Bridge, Stowford Mill, the viaduct and many other features of the town.



W2.3 The position of Ivybridge on the A38 close to Plymouth, together with its attractiveness, has led to its continuing growth as a dormitory town. The construction of suburban estates started in the 1960's. Successive planning studies have identified the potential for the town's growth. In the twenty years up to 1981, the town's population trebled to over 5,000 people. Since then, the town's population has almost doubled again and at the 1991 Census it was calculated to be 9,627 people. At 2000 it was estimated that Ivybridge had a population of approximately 12,000 people.

The Town's Role as an Area Centre

W2.4 Ivybridge is proposed in the plan as an Area Centre. This means that it is important in providing facilities, shops and

services for the surrounding rural area. It has a distinct role to play in the economic and social life of the county, and of South Devon in particular, and this role should be maintained and developed.

W2.5 The growth of Ivybridge has contributed to the development needs of the Plymouth area as a whole, but has also strengthened the separate identity of the town itself. To help fulfil its role as an Area Centre, it is important that Ivybridge continues to become a more self-contained community with improved employment opportunities close at hand.

Future Development

W2.6 The Devon Structure Plan to 2011 identifies Ivybridge as one of those urban areas in the County that should accommo-

date the bulk of new development. The town also falls within the 'Plymouth Area of Economic Activity' in the Structure Plan, where the bulk of new development in South Hams is to be provided. However, in the light of Plymouth's Urban Capacity Study results and as is explained in other parts of the Local Plan, the majority of the development needs of the area - including some of the needs of Plymouth - will be provided for in a new community at Sherford, close to Plymouth. As a result, there is no need to allocate any new land at Ivybridge for development. The Structure Plan's housing and employment land provisions for the South Hams as a whole are explained in more detail in Part 1 - General Policies of the Local Plan.

The Town's Setting and Conservation

W2.7 The landscape setting of Ivybridge is important. Immediately to the north of the town lies the Dartmoor National Park and abutting a large part of its southern boundary is an Area of Great Landscape Value. Any new development proposals in the town should most carefully respect this important landscape setting.

W2.8 The town has an interesting history, but most of its growth is relatively recent. The older buildings in the town centre are largely of the late Georgian and early Victorian periods and these sit alongside a modern shopping development that has created an attractive and safe environment alongside the river. Many of the older terraced buildings, together with the more substantial, fine detached houses and mature gardens in the area between the Ivy Bridge and the Viaduct, are included in a Conservation Area.

Environmental Policy Areas

Woodhaye, The Chantry and Highlands

W2.9 Woodhaye, The Chantry and Highlands are large houses within mature gardens and woodlands. They have fine examples of Victorian gardens and these make an important contribution to the Conservation Area. These large properties and their low density garden settings, together with properties immediately to the

west and south of St. John's Church, contribute to the character of the town, forming a leafy backcloth to the town centre and riverside. Vehicular access to parts of the areas is also difficult. Development which would increase the density of, or increase the number of vehicles in, the Policy Area will not be permitted. To protect them they are designated as Policy Areas, restricting development.

River Erme and Ivy Bridge

W2.10 The riverside area between the two bridges, including the Harford Road car park and garden, is an important open area contributing to the setting of the historic Ivy Bridge and Conservation Area. Its open character should be retained and managed and development there will not be permitted.

W2.11 IM1: THE ENVIRONMENT IN IVYBRIDGE

- 1. Development which would alter the low density character of, or increase the number of vehicles in, the Policy Areas around Woodhaye, The Chantry and Highlands, will not be permitted. These areas are shown as Policy Areas 1 and 2 on the Proposals Map, Insets WA1 and WA2.**
- 2. The open riverside area between the two bridges, shown as Policy Area 3 on the Proposals Map, Inset WA2, should retain its open character in order to protect the contribution it makes to the visual character of the area.**

Housing

Recent Housing Development in the Town

W2.12 In Ivybridge the construction of the suburban estates started in the 1960s. Extensive development has taken place during the last fifteen years to the west of the town at Woodland and Langham. This area has been developed at a variety of densities to a total of approximately 970

dwellings and includes a primary school and local shopping facilities. More recently, expansion has occurred to the south east of Ivybridge at Filham Moor and Yeolland Park and further construction work is currently being carried out at Godwell. Much of the development that has taken place or been given planning permission has been on large sites. In contrast there is limited potential for the development of small infill sites within the town.

W2.13 A total of 608 dwellings have been built within the town's Development Boundary between April 1995 and April 2001, some through conversion and subdivision of premises. At April 2001 planning permission existed for a further 36 of which 9 were already under construction. The recent large scale development that has taken place has had a significant effect on the town and its socio-economic structure and will take some time to be absorbed. The plan makes no proposals for further new housing development in Ivybridge during the plan period. The reasons for this are set out in the introductory chapter.

Housing for Local Needs

W2.14 Some development aimed at catering for local housing needs has been provided on Council-owned land at Yeolland Park. In addition, a development of 24 flats on the site of the London Inn aimed at meeting local housing needs has been provided by a Housing Association.

W2.15 However, the Council is aware of the need in Ivybridge for affordable housing to meet the needs of local people. This need has also been expressed by the local community. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Economy

W2.16 The economy of Ivybridge depends upon a variety of sectors, including manufacturing and service industries, agriculture and tourism. The Council aims to continue to maintain and enhance the town's economic profile not only by encouraging jobs but also by helping to create new business opportunities and by helping existing businesses to expand. Local firms are a part of community life. They bring people together and are one of the ways in which local initiative and enterprise flourishes. Tourism also makes a valuable contribution to the economy of

Ivybridge and it is important to maintain this and allow for its increase.

Offices

W2.17 The Council welcomes office development in the town, particularly to help increase its self-sufficiency in employment. Offices have been provided through the change of use of large houses, at the Friends Garage site in Fore Street and in conjunction with the development of the new Town Hall.

Employment Land

W2.18 Significant areas of employment land exist at the Lee Mill, Westover and Filham Moor Employment Estates. Since 1995 2.15 hectares of employment land has been developed at Ivybridge and Lee Mill Industrial Estate. The latter estate helps meet the employment needs of Ivybridge. At April 2001 no further sites had planning permission for employment use at these locations.

Employment Policy Areas

W2.19 The supply of new employment land has been limited over recent years. The significance of land already in employment use is therefore highlighted as an employment resource for the future. Some such sites are being lost to other uses, primarily residential use, and it is proving difficult to satisfy requirements for relocation or expansion of existing employment premises. The existing resource of employment land in Ivybridge and at Lee Mill Employment Estate is therefore protected in order to help maintain a wide and stable economic base.

Adjoining the Sewage Treatment Works

W2.20 An area of land located on the southern edge of the town in between the sewage treatment works and the River Erme is proposed for employment use. The site could be accessed off the B3211 and is proposed as a small employment development site suited to small unit workshops (Use Classes B1 and B2). However, it is also possible that this area of land may be required to allow the town's sewage treatment works to be extended and this essential development would be acceptable as an alternative to light industrial workshops. Any development must comply with a Concept Statement for the site which has been approved by the Council. In particular it must carefully respect the tree boundaries as they contribute to the amenity of the area.

W2.21 **IM2: EMPLOYMENT DEVELOPMENT IN IVYBRIDGE**

1. Within Employment Policy Areas 4, 5, 6, 7, 8 and 9 shown on the Proposals Map, Insets WA1, WA2 and WA3, changes of use resulting in the loss of land or premises from Use Classes B1 (business) and B2 (general industrial) will not be permitted.

2. A site of 0.2 hectare adjacent to Ivybridge Sewage Treatment Works, shown on the Proposals Map, Inset WA1 is proposed for Class B1 (Business) Use or Class B2 (General Industrial) Use or as a required extension to the sewage treatment works. Any development must carefully respect the tree boundaries of the site in view of the contribution they make to the amenity of the area.

Shopping and Tourism

Shopping

W2.22 The scale and rate of growth of Ivybridge have brought enormous changes to its commercial profile over the past thirty years. In keeping with its function as an Area Centre the town provides for the shopping needs of a wide rural area, although the superstore at Lee Mill nearby is a major competitor. It is important now to enable the town to become increasingly self-sufficient.

W2.23 As the town continues to grow there will also be an increase in the amount of shopping floorspace required. To help maintain the character and compactness of the shopping area and the effectiveness of the transport and parking proposals, the plan defines an area where sites for new shopping development will generally be acceptable. This is called the Central Shopping Area (CSA) and is focused on Fore Street.

W2.24 In order to maintain the shopping character of the CSA there needs to be

tight control of the uses within it. The Council considers that proposals for residential use at ground floor level within the CSA will detract significantly from its shopping character and will therefore not be acceptable. The Council is also keen to protect the predominantly retail character of the CSA and therefore seeks to control the amount of non-retail uses at ground floor level within the core zone of the CSA. (The extent of the core zone is shown on the Proposals Map, Inset WA2). Within the Central Shopping Area there may be scope to redevelop the Ivybridge Motors site for a mixture of retail and office uses.

W2.25 Minor improvements could be undertaken in the Central Shopping Area to make shopping safer and more convenient. These could include wider footways, new surfacing, good signing, seats, litter bins, dropkerbs and handrails. Special attention will be paid to securing access for all. Several such improvements have been carried out as part of the pedestrian priority scheme in Fore Street.

Neighbourhood Shops

W2.26 The Council reserved a site for local shopping facilities on the Woodlands estate and a shop there has now been provided. Further such shops would be useful for the community and the Council will encourage their provision.

Amusement Centres

W2.27 The Council considers that amusement centres are not appropriate within the town because of their environmental impact and should not be permitted. This is especially the case in the Conservation Area, the main shopping street, residential areas and other sensitive or inappropriate locations.

Tourism

W2.28 The town has potential for attracting more visitors. It has a striking setting and could capitalise more on its proximity to Dartmoor and the coast. For example, it is a starting point for both the Two Moors Way which forms part of the coast to coast long distance footpath and the Erme Valley Path which travels south and links into the Erme-Plym Trail. The Council wishes to see this potential realised and has been involved in establishing a Tourism Information Centre, the South Dartmoor Leisure Centre and major town centre shopping development. Further improvements to the appearance and facilities of the town will also contribute.

W2.29 The provision of information is an important element in meeting the needs of visitors to the town and information boards are being provided in key locations including the Harford Road Car Park and Town Centre Car Park. A set of town trails has also been published by the Council as well as leaflets on the footpath routes described above.



W2.30 IM3: SHOPPING IN IVYBRIDGE

1. Within the Central Shopping Area at Ivybridge:
 - a) retail development (Use Class A1) in scale with the town centre will be permitted;
 - b) at ground floor level, development in Use Classes A2 (Financial and Professional Services) and A3 (Food and Drink) in scale with the town centre will be permitted, only if it would not:
 - i) result in less than 65% of ground floor frontages remaining in A1 Class use within the core zone; or undermine the vitality or shopping character of the street; or
 - ii) detract from the appearance of the immediate environment, especially within the Conservation Area; 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.
 - c) on ground floors, proposals for dwellings (Class C3) will not be permitted.
 - d) above ground floor level, development in Use Classes A1 (shops), A2 (Financial and Professional Services), A3 (Food and Drink), B1 (Business) and C3 (Dwelling houses) will be permitted providing that they satisfy criteria (b) ii and (b) iii above.
2. Amusement centres will not be permitted except where they would cause no harm to conservation interests, road safety or the amenity of local residents, will not conflict with other local uses and would meet the criteria set out in clause 1(b) of this policy.

Marjorie Kelly Way in the town, to provide a number of new footways in the town including one from the town centre to Filham Park and to provide new cycling routes in and around the town.

Pedestrian Priority in Fore Street and the Relief Road

W2.35 The completion of the relief road in 1994 has enabled a pedestrian priority scheme to be introduced in Fore Street. Only emergency vehicles and essential access are allowed in the street, together with servicing for part of the day.

W2.36 The improvements to the street scene, not only in appearance but also in terms of pedestrian safety, will assist the town's commercial profile. The scheme improves footway widths, provides pedestrian crossing tables and involves new paving, tree planting, landscaping and other measures. However, many people feel there is scope to further improve the scheme and an Experimental Traffic Order is currently in place which allows greater public access into Fore Street. One of the aims of this Order is to assist the trading position of the town and its effects on businesses are currently being assessed by Devon County Council.

Public Transport

W2.37 A new railway station with a purpose built park and ride facility at Ivybridge was opened in 1994 as part of the Transportation Strategy for the Plymouth sub-region. The station lies immediately to the east of the town and attracted grant aid from the European Community. It represents a valuable addition to the community infrastructure of Ivybridge with the potential to help reduce traffic congestion and pollution in Plymouth, but is presently under-used. The Council will press for improved access and signing to the station park and ride, together with further improvements to the facility and to the level of service it provides. The content of the LTP takes on board the Council's concern in this respect.

Roads

W2.38 The Fore Street Relief Road has eased congestion in the town centre, relieved the main shopping street of most traffic and provided improved access to the leisure centre and town centre parking. However, as the town and its traffic continue to grow congestion will again increase. The Council therefore considers that the Relief Road is a vital first stage in a more comprehensive package which should include the completion of the link to St. Peter's Way.

Transport

W2.31 The Plan's transport policies reflect the Government's move towards an integrated transport strategy. The Plan can influence the location, scale, density, design and mix of land use to help reduce the need to travel, reduce the length of journeys, and make it safer and easier for people to walk, cycle or use public transport. Such policies help to reduce some of the need for car journeys - by reducing the physical separation of key land uses - and enable people to make sustainable transport choices.

W2.32 Ivybridge has largely developed during a period when planning for new development was dominated by the car, in contrast to current thinking. Transport networks in the town can be improved to incorporate the move towards integrated transport strategies and further development in Ivybridge must have this approach as a central theme.

Devon and Plymouth Local Transport Plans

W2.33 The Highway Authorities of Devon County Council and Plymouth City Council have produced Local Transport Plans (LTP's) which form the framework for a more balanced and integrated transport system. It is vital that there is consistency between the content of the LTP's and the Local Plan to ensure a co-ordinated approach to land use planning and transportation within the area. One of the main objectives in the Devon LTP Ivybridge Programme is to improve and enhance Ivybridge park and ride station. Improvements to the facilities and information available at the station are planned as well as improvements to the frequency of service including the possibility of increasing the length of the platforms. It is an LTP objective to ensure that the timetables of buses and trains serving Ivybridge station meet.

W2.34 Other objectives in the LTP Programme are to provide footways in the town where none exist at present, to provide pedestrian crossings at Cornwood Road, Cole Lane, Exeter Road and

Car Parking

W2.39 Demand for car parking in the town has increased as the town grows. Future development will generate still more demand. The main town centre car park, with access from Leonards Road, is well located for the town centre shops and the South Dartmoor Leisure Centre, and linked directly to the town centre across the River Erme by footbridges. New developments will be required to include parking provision in accordance with the Council's adopted standards.

W2.40 **IM4: TRANSPORT IN IVYBRIDGE**

- 1. Improvements to the facilities at Ivybridge Park and Ride rail station are proposed.**
- 2. Improved pedestrian and cycle links to the town centre and other key locations such as the Park and Ride rail station and the Community College are proposed and any significant development proposals in the town will be required to contribute.**

COMMUNITY FACILITIES

The Needs of a Growing Community

W2.41 Community facilities in Ivybridge are reasonably good but the continuing growth of the town will put existing facilities and services under additional pressure. Many services, such as education and health care, will have to be expanded to cope with the demands. The Plan requires that new developments provide for such needs in phase with the developments, and the Council will aim to ensure adequate provision for all services.

Community Reserves

W2.42 It will be important to keep some land available for community facilities that will be needed but which cannot be provided now. A site adjoining the South Dartmoor Leisure Centre in the town centre is proposed for this purpose. It will be released by the Council only to meet the clear community needs of the town. A temporary scout hut is

currently housed on part of the site and a youth centre and children's play area are also proposed. The site as a whole has scope to be better laid out than at present.

Youth Facilities

W2.43 In a growing town such as Ivybridge it is particularly important to provide for the needs of the younger members of the community. The lack of youth provision in the town emerged as a key finding in both the 1997 Local Plan Community Consultation exercise and 1999 Local Plan Issues Report Consultation. The need for more youth facilities in the town is acknowledged by the Council and the provision of youth facilities will be particularly welcomed and encouraged within the sites reserved for community uses. Major new residential developments will also be required to contribute towards additional youth facilities. A site adjacent to the South Dartmoor Leisure Centre is specifically safeguarded for use as a youth centre for the town and it is hoped that this will largely meet the needs identified above.

Health Facilities

W2.44 Ivybridge has two Health Centres. However, these will still not be large enough for the town's population and there is increasing pressure on health facilities in Ivybridge.

Library

W2.45 Ivybridge has a purpose-built library a short distance outside the centre of the town, but it is inadequate to meet the needs of the town. It would be better located on a more central site, perhaps as part of a community resource centre or 'life long learning centre'. The County Council recognises the need for such a facility but there is no provision for a replacement within its existing capital programme. The Council will seek Devon County Council's commitment to providing such a facility. A potential site for a new library lies adjacent to the Town Hall and this is indicated on the Proposals Map. If the provision of a new library/life long learning centre is secured the Plan protects the use of the existing library site for community uses.

Schools

W2.46 There has been constant pressure on primary and secondary schools as the town has grown and the County Council have taken steps to keep pace with developments. Ivybridge has five schools, the Community College, Stowford Primary School, Manor Primary School, Erme Primary School and Woodlands Park Primary School.

W2.47 When a new secondary school at the proposed new community in Sherford is in place and sufficiently progressed to take new pupils, this will allow a redefinition of education catchment boundaries. This will, in turn, allow conditions at Ivybridge Community College, which is currently at capacity, to be improved.

Leisure Centre

W2.48 The 2322 sq.m. (25,000 sq.ft.) South Dartmoor Leisure Centre adjoining the Town Centre Car Park on the south side of the River Erme, includes a multi-purpose sports hall, indoor and outdoor swimming pools, two squash courts and a fitness suite/gymnasium. The leisure centre meets many of the recreational needs of the town, and also assists tourism.

Playing Fields

W2.49 Playing field provision in the town is scarcely adequate at present and further playing fields will be essential as the town continues to grow. Part of this need can be met on land to the south of the A38 which is flat, is not good quality agricultural land, has the benefit of good access, and is adjacent to the Council's existing Erme Playing Fields and changing rooms. A 7.3 hectares site is shown on the Proposals Map, Inset WA1.

W2.50 In addition to this, Ivybridge Town Council has been granted planning permission for the use of 13.7 hectares of land between Wadland Lodge and Filham House, south of the A38, as playing fields and allotments. Formerly parkland, virtually flat and containing a few specimen oak trees, part of this area has now been formally laid out as football pitches with the remainder mostly used as pasture land. This additional site will be valuable in helping to meet the recreational needs of the town's growing population and is shown for information on the Proposals Map.

Parks and Open Spaces

W2.51 The development of major new housing areas in the town has been accompanied by the provision of substantial areas of open space. An area of 0.8 hectare at Yeolland Park South has been provided as public open space integral to the new housing development currently underway there. A Riverside Park of about 0.8 hectare to the south of the South Dartmoor Leisure Centre and Woodland Park in the west of the town have also been provided by the Council. An area of open space south of the Rue St. Pierre is a visually attractive and valuable integral feature in this residential area. Development will not be permitted in these areas and they should be retained as open spaces.

W2.52 The plan proposes a 0.6 hectare extension to the River Erme Park, on the opposite side of the river and linked by a network of footpaths and a footbridge. The proposal includes public riverside access along the bank of the Erme.

Allotment Provision

W2.53 In a growing town such as Ivybridge there will be a demand for some allotment provision. There has been no additional land provided for allotment use in Ivybridge since it was identified as a growth point in the 1960's. It is difficult to judge with certainty the extent of the demand but the need was highlighted in public consultation and the Council will support new provision.

W2.54 IM5: COMMUNITY FACILITIES IN IVYBRIDGE

- 1. A site adjoining South Dartmoor Leisure Centre, shown on the Proposals Map, Inset WA2, is reserved for community uses including a youth centre and a children's play area.**
- 2. A site adjoining Ivybridge Town Hall, shown on the Proposals Map, Inset WA2, is reserved for a new library and the site of the existing library is reserved for community uses.**
- 3. A site of 7.3 hectares south of the A38, shown on the Proposals Map, Inset WA1, is proposed for use as playing fields.**
- 4. The town's existing parks, playing fields and public open spaces identified as Open Space Policy Areas on the Proposals Map, Insets WA1 and WA2, should be retained as such in order to meet the need for open space and playing field provision in the growing town.**
- 5. An extension to the River Erme Park on 0.6 hectare is proposed, providing public riverside access and linked to the existing park by a footbridge. This is shown on the Proposals Map, Insets WA1 and WA2.**

Environmental Improvements

W2.55 Although Ivybridge is generally well kept, there are inevitably certain locations within the town which would benefit from landscaping and enhancement.

W2.56 A comprehensive scheme of traffic management measures and environmental improvements have been carried out in conjunction with the introduction of the pedestrian priority scheme in Fore Street. However scope remains for further minor improvements in Fore Street and also in Chapel Place, approaching the old Town Hall, which could be improved with attractive paving, new seats and lighting.

W2.57 IM6: ENVIRONMENTAL IMPROVEMENTS IN IVYBRIDGE

The Council will promote environmental improvements in the core Central Shopping Area at Fore Street and at Chapel Place, and will require contributions from any adjoining new development.

W3. Sherford – A New Community

Introduction

W3.1 The strategic context for a new community in South Hams is set by the Devon Structure Plan, which includes a proposal for a new community in western South Hams, largely to meet the needs of the Plymouth sub-region. The new community should include provision for at least 2,500 dwellings in the period up to 2011, associated employment land provision, a range of community and other associated facilities and an effective high-capacity public transport system linking it to Plymouth. The reasoned justification for the Structure Plan refers also to the need for the new community to be planned to accommodate at least 4,500 dwellings in the longer term. The new community proposals of the Structure Plan (proposals N1, N3, N4 & N5) are contained at Appendix 1.

*See Inset
WAS*



W3.2 The overall strategic context for the western South Hams is largely geared towards meeting the needs of Plymouth which cannot be accommodated within the city boundary, although the Council also recognises the real needs of the area's existing population. The results of the recently published Housing Needs Survey for Plymouth and South Hams has indicated a significant shortfall in the provision of affordable housing in the area and the proposal at Sherford will assist in meeting these needs, particularly the needs of Plymouth.

W3.3 Part 1 of the Local Plan, in its Housing chapter, sets out the proposed distribution of new housing development in the South Hams. The Plan has sought to secure the most sustainable manner of delivering the required development and the new community proposal is clearly a major component of this. Following extensive research and investigation, the Council has established that the most sustainable location for a new community in the South Hams is at Sherford, to the south of Deep Lane junction on the A38.

W3.4 The proposal is for a community of 3,500 dwellings, up to 15 hectares of employment land, a district centre, neighbourhood centre, a secondary school and two primary schools and high quality public transport links to Plymouth, including new park and ride sites on the A38 and A379, and a possible new bus only junction to the A38. The new community proposed at

Sherford will also be recognised as an Area Centre when it attains an appropriate critical mass (see Part 1, Policy DS1: Area Centres).

W3.5 Development at Sherford will be required to comply with the Council's approved Concept Statement for the site, a Master Plan approved by the Council, an Environmental Impact Assessment, a Transport Assessment and an agreed cross border phasing programme to ensure the early provision of community infrastructure, self sufficiency and that development of any phase does not proceed until it has been demonstrated through urban capacities studies that the need for that phase cannot be met on previously developed sites. Development will also be required to comply with other relevant Council approved Supplementary Planning Guidance (SPG).

The Choice of Site

W3.6 The South Hams Local Plan Issues Report published in March 1999 looked at the various ways of accommodating the Structure Plan housing allocations in the western South Hams for 1995-2011. It also set out three possible locations for a new settlement - south of Deep Lane junction on A38 (Sherford), around Lee Mill or on the A379 between Yealmpton and Ermington. The major strengths and weaknesses of each option were set out and the Council was open to suggestions for any other location that may be able to accommodate such large-scale development.

W3.7 The Issues Report stated, 'the Council favours a settlement of at least 3,500 houses in the plan period to help support the provision of proper infrastructure such as schools, etc and to minimise the impact on other settlements'. It also set out the various criteria for the new community as set out in the Devon Structure Plan and in Government Planning Policy Guidance (in force at that time). The Issues Report concluded that it would be extremely difficult for any one location to meet all the criteria.

W3.8 The public response to the Issues consultation (20% of all households responded - approximately 16,000 individuals) showed that if development has to take place in the form of a new settlement, the options for it to be located at either Deep Lane or Lee Mill would receive the least resistance. The suggestion that it may be feasible to accommodate a new settlement on the A379 between Yealmpton and Ermington was opposed by 52% of respondents, supported by only 21%, and was clearly the least favoured

option. The greatest level of concern about the possible development of a new settlement was in the Modbury & Ivybridge area. Households within this area marginally favoured the Deep Lane location (54% in support). A detailed breakdown of this response is contained in the document 'Issues Report - Results of the March 1999 Consultation', published by the Council in December 1999.

W3.9 Following the Issues Report public consultation the Council has undertaken extensive survey, research and investigation work, to inform its decision on the choice of site. It has also produced SPG on Sustainable Development to assist in the process of assessing different sites and competing proposals. The views of organisations such as Devon County Council, Plymouth City Council, the Environment Agency, English Nature, South West Water and Transco have been sought and advice taken. In addition the Council has engaged consultancy to assist on specific aspects of work. Consultants have been employed to undertake a transportation study of the western South Hams and planning consultants have been employed to provide guidance in achieving quality of life and sustainable development as part of the local plan review.

W3.10 The results of all of this work show a clear favour for the Sherford site. The potential site on the A379 between Yealmpton and Ermington was ruled out at an early stage for a wide variety of reasons, but principally because of its transportation and environmental disadvantages. The potential site at Lee Mill, whilst having some advantages and strengths, does not perform as well, overall, as the Sherford site, in sustainability terms. The plan, therefore, proposes Sherford as the location for a new community.

The Vision

W3.11 The new community proposals of the Structure Plan represent a major new approach to accommodating development and its Explanatory Memorandum makes it clear that "such major development will only be acceptable where it can be achieved in a sustainable way incorporating the highest standards of design" (para 8.210). To meet the aims and objectives of the strategic policy framework the new community will need to incorporate new technologies, holistic thinking and a real sense of community development as a fundamental and integral part of the design process.

W3.12 The vision is to create a flagship new community, which fulfils and represents the sustainable development objectives and principles of the 21st Century. The aims are to create a mixed and balanced community which has the vitality and viability to lead the way in sustainable technology, to encourage environ-

mentally and socially responsible lifestyles, to substantiate the philosophy 'thinking globally, acting locally', and to improve the overall quality of life that we enjoy today.

The goal for the new community is therefore to achieve not just the appropriate quantity of development for the numbers of people and jobs required, but to go far beyond this. The vision is to create a healthy and active community, from the street and neighbourhood right up to the whole community level, incorporating:

- a full range of facilities to enable community welfare, development and self-sufficiency;
- an attractive, well-designed environment that promotes health and safety; and
- a strong community identity and spirit encouraging individual participation in the running of the community life.

W3.13 To achieve an appropriate combination of social, environmental and economic aspects will require an integrated and holistic approach to design, construction and operation of the new community. For example, to achieve a healthy and vibrant community it will need to comprise a broad cross section of socio-economic groups and age groups, as well as a full range of abilities and skills. This social and economic mix cannot be controlled directly, but ensuring a range and mix of dwelling types can facilitate it.

W3.14 The new community should therefore display the following characteristics:

- Developed according to a comprehensive Master Plan.
- A strong and healthy community, not just a dormitory suburb.
- Designed and built on sustainable development principles.
- Positively support and encourage increasingly sustainable lifestyles.
- Mixed-use development providing employment and homes in close proximity.
- Early provision of infrastructure, community and other facilities, to promote the self-sufficiency of each phase of the development.
- Provision for a mix of people and housing.
- Nearby work opportunities within the community.
- Life long learning and training opportunities.
- A good transport network favouring the pedestrian, cyclist and public transport.
- Good public transport links for all within and beyond the community.
- A wide range of facilities within walking distance.
- Access for all, including those with disabilities.

- Major facilities easily accessed by public transport.
- Safe and attractive public spaces, places and routes.
- An attractive and clean environment.
- Low environmental impact - a place that by design assists sustainable living.
- Positive environmental and conservation benefits including a positive impact on bio-diversity.
- Strong sense of place and belonging.
- Good community spirit.

W3.15 The Council's adopted SPG - 'Guidance and Requirements for Sustainable Development on Large Sites' seeks to ensure that sustainability objectives are central to development. It sets out objectives and principles, targets and measures and suggested actions to help secure them. Its content is of great relevance to the new community and it will help to ensure that sustainability is at the heart of this development. It should also ensure that the standard of development achieved in the new community is of a far higher standard than has been achieved throughout the district in recent years.

The Concept

W3.16 The landscape context of the site and the need to achieve local distinctiveness, have played an important part in guiding the detailed form of the new community proposed for Sherford. However, the strategic context set by the Structure Plan, the content of the Council's SPG on Sustainable Development and the results of extensive survey, research and consultation with a wide range of organisations, have also been key elements in establishing the development form proposed in the plan.

W3.17 The new community is proposed to take the form of four separate and individual elements or 'villages', capable of being phased and linked by a landscape setting of strategic woodland planting, footpaths and cycleways. In total, the four 'villages' are of sufficient scale to support the range of facilities necessary to function as the new community envisaged by the Structure Plan; individually they are capable of assimilation into the landscape without undue adverse impact.

The Site

Landscape Context

W3.18 The general form of the land is a shallow basin well enclosed by the surrounding landform. Helped by some substantial woodland to the south and east of the site it forms a distinct and visually self-contained area. The

visual separation from the surrounding land confers a strong sense of identity on the site. The land is mainly farmed, with both pastoral and arable fields and some extensive stands of trees generally along the line of the valleys, although the tree cover is less than that found within most of the District. There is a marked lack of footpaths in the area and this, combined with the narrow road network enclosed between hedge banks, means that there are relatively few views into the landscape.

W3.19 In general, villages in this part of the South Hams are small and tend to be located in the bottom of steep sided valleys, largely hidden from view by the landform and surrounding woodland. Only the outer edges of villages are usually visible over any distance. The new community is therefore proposed to take the form of four separate and individual 'villages', linked by a landscape setting of strategic planting and footpaths.

W3.20 The key landscape characteristics of the site are:

- a broad basin of land, south facing - a self contained landscape
- divided from the A38 corridor and surrounding landscape by landform and woodland
- slopes of varying steepness and orientation - a complex landscape
- extensive woodland along the eastern edge and other substantial stands of trees, but less tree cover than most of the district
- a relatively open landscape without the deep, wooded valleys, which characterise much of the district.

General Development Principles

W3.21 The form of development proposed for the new community at Sherford has been guided by a set of principles centred on sustainability. Landscape character and local distinctiveness are key themes in developing the form of development, but accessibility to facilities, reducing the need to travel and seeking to create a truly mixed and self-sufficient community have also influenced proposed development form.

W3.22 The proposed development is divided into four separate villages, of a scale similar to traditional settlements in the area. The development of the villages will be phased, to enable the early provision of key facilities, managed provision of the strategic landscape framework and to contain and manage disruption during the course of development.

W3.23 The proposed villages will be contained by the landform. Buildings on the outer edges will be seen in a landscape setting to avoid dominating the countryside. Existing woodland, reinforced by new planting, is proposed to echo traditional

South Hams landscape. The woodland will connect the four villages, providing attractive pedestrian and cycling links and forming a cohesive landscape setting which identifies the development as a whole.

W3.24 Community facilities, workspaces and retail opportunities will be distributed throughout the community, providing everyone with easy walking access to meet most of their needs. Play opportunities and public art are to be provided at all key locations throughout the footpath network. Streets are to be treated as places, not routes and pedestrian movement takes priority over that of vehicles.

W3.25 A range of densities and housing will be provided to meet all types of housing demand including a substantial amount of low cost and affordable accommodation. The proposed split of housing within the new community is 66% affordable housing, at least half of which should be rented accommodation managed by a Registered Social Landlord or similar, and 33% open market housing. The aim of this split is to achieve a truly balanced community and also one which reflects the housing needs identified through the Plymouth and South Hams Housing Needs Study (see Part 1, Housing Chapter).

W3.26 Sustainable urban drainage techniques are to be used throughout to safeguard water quality and avoid increasing flood risk. There should be sufficient measures taken as part of the development to fully safeguard the ecology of the surrounding area, particularly the Yealm Estuary which is a European Special Area of Conservation and a Site of Special Scientific Interest.

Sustainability Indicators

W3.27 The new community proposals have been assessed against the Council's adopted SPG on sustainable development and it performs well, or can potentially perform well, against most of its targets and measures. Clearly, in establishing the most sustainable form of development, a balance has to be struck between competing factors. The plan seeks to balance these factors to achieve the optimum solution bearing in mind that the quality of development must set new standards, both in terms of living environment and minimal impact on the environment.

Resource Minimisation

W3.28 The new community will contain high-density village centres, minimising land take and maximising the viability of public transport and local facilities. There will be close integration with proposed employment sites and primary and secondary schools to encourage walking and cycling and the community will include major food, retail and leisure facilities to minimise car journeys.

W3.29 Its location within a south-west facing valley maximises the potential for solar gain and shelter, enhanced by shelter from tree belts. A community waste recycling and composting scheme is central to the proposals. The community will contain a high proportion of terraced housing, which minimises heat loss and energy efficient design and high insulation standards will be applied throughout. The use of secondary aggregates and locally sourced materials in the construction of the new community will be secured through the approved Master Plan for the site.

Design Quality

W3.30 The new community will ensure local distinctiveness through siting, layout, design, materials, textures and colours. The scale of buildings, their massing and spatial variety and the integration of development within the landscape will be used to create village forms that are in keeping with the character of traditional villages within South Hams.

W3.31 Quality in the provision, use and maintenance of open space will be central to ensuring that the design and quality of environment in the new community will meet new standards. A variety of open space types will be provided in the new community and extensive passive recreation space will also be set out in new deciduous woodland habitats.

Access and Integration

W3.32 The new community proposals seek to achieve close integration, interaction and movement between all elements of the development, particularly by high quality, safe and attractive pedestrian routes. Sufficient population will be provided by the new community proposals for a viable bus route serving all four villages and linking to Plymouth and other centres. Furthermore a safeguarded route for a possible future Light Rapid Transit (LRT) connection to Plymouth City Centre with stops at key locations serving all parts of the new community is protected within its layout. The LRT route should also be safeguarded within the city in the Plymouth Local Plan.

Opportunity and Equity

W3.33 A wide mix of housing types, costs and sizes will be provided within the new community with well-integrated social housing. The aim is to achieve a balanced community that functions effectively in social terms and that can evolve over time in an organic and balanced way. Another important feature of the new community will be low cost combined live and work units to encourage new local business. There will also be other opportunities for local enterprise and start up businesses in key locations throughout the development.

IM7: NEW COMMUNITY AT SHERFORD

1. A site at Sherford to the south of the A38 Deep Lane junction shown on the Proposals Map, Inset WA5, is proposed for the major mixed-use development of a new community. Development should be planned on a comprehensive basis in accordance with
 - (a) the Concept Statement for the site;
 - (b) a Master Plan approved by the Council;
 - (c) an Environmental Impact Assessment;
 - (d) a Transport Assessment, and
 - (e) an agreed phasing programme, including cross border phasing, designed to ensure;
 - the early provision of community infrastructure;
 - the promotion of self sufficiency;
 - the managed provision of the strategic landscape framework;
 - containment and management of disruption during development; and
 - that development of any phase does not proceed until it has been demonstrated through urban capacity studies that the need for that phase cannot be met on previously developed land.
 2. The phasing of development will be as follows:
 - a) East Sherford
 - b) Chittleburn
 - c) West Sherford
 - d) Wiverton
 3. Development should include the following:
 - (a) A high quality of design in every element of the new community to reflect and respect local distinctiveness and create a sense of place and local identity;
 - (b) Housing at medium to high density overall and up to a total of approximately 3,500 dwellings;
 - (c) Of the total number of dwellings provided on the site, two-thirds should be affordable houses to meet local needs, half of which should be rented accommodation managed by Registered Social Landlords or similar;
 - (d) A safe and convenient pedestrian, cycle and vehicular network for all users, including people with disabilities, linking all the uses and destinations within and beyond the site, including direct road links to the A38 at Deep Lane and the A379;
 - (e) A high standard of bus penetration and high quality bus services within the site and to and from Plymouth city centre and major employment, community, recreational and leisure destinations, and a safeguarded Light Rapid Transit route through the site for possible future use;
 - (f) A business park comprising 7.2 hectares close to the Deep Lane junction suitable for science, high technology and research based uses;
 - (g) Approximately 7.8 hectares for B1 (Business) uses, B2 (General Industrial) uses and small scale B8 (Storage and Distribution) uses to meet local employment needs;
 - (h) New park and ride sites to serve the A38 close to the A38 Deep Lane junction and to serve the A379 in the vicinity of Elburton;
 - (i) A new secondary school and associated playing fields on 9.4 hectares and two new primary schools and associated playing fields, on 7.6 hectares. Facilities at these sites should be made available for community uses;
 - (j) A new supermarket providing approximately 1672 square metres of floor space;
 - (k) Provision for a range of local facilities including local shopping, community buildings, health care and other community, leisure and recreation facilities, including provision for youth;
 - (l) A community waste recycling facility;
 - (m) 1.6 hectares of allotments;
 - (n) An Environmental Education centre;
 - (o) Protection of the Kenn to Wixenford 500mm high pressure gas transmission pipeline which crosses the northern part of the new community whereby buildings are not constructed within eight metres either side of this pipeline (16 metre width in total) either permanently or temporarily;
 - (p) The undergrounding of all existing major overhead electricity power lines that lie within the site area;
 - (q) Protection of existing important hedgerows, trees and features of landscape or wildlife importance;
 - (r) Strategic landscaping to provide a setting for the development, assimilating it into the surrounding countryside, providing shelter and a natural edge to the development, including substantial areas of community woodland;
 - (s) Internal landscaping, including reinforcing and extending existing planting within the site area;
 - (t) Community Woodland including areas of open space, with managed public access;
 - (u) Open space, including communal open space around dwellings and public open space;
 - (v) Sustainable drainage systems for all surface water and foul drainage provision, including sufficient measures to ensure that there is no reduction of water quality or detrimental change to water composition as a result of the development, particularly in the Yealm Estuary;
 - (w) An archaeological assessment/evaluation of the site prior to the commencement of any development and protection of any important historic or archaeological features;
- Development will be subject to the conditions and agreements necessary to secure the above.

W4. Modbury

Introduction

The Town's Development

W4.1 Modbury is a very attractive and historic small country town, rich in character and with many fine buildings. It is located on the busy A379 mid-way between Plymouth and Kingsbridge. The town's steep streets with close knit frontages give Modbury a pleasant atmosphere and dignified character.

W4.2 Modbury was a borough by the thirteenth century with a weekly market and two annual fairs. It reached a peak of prosperity in the late 18th century and early 19th century with the development of the woollen serge industry, sustaining a parish population of 2,200 in 1821. However, following the swift decline of the wool industry the parish population decreased and, although it has climbed a little over recent years, now stands at less than 1,700.

W4.3 Today Modbury is a service centre for the surrounding area, providing day to day shopping and community facilities. Employment opportunities within the town are provided by service trades, small light industrial concerns and a number of art and craft workshops.

*See Insets
WAG & WAT*



The Town's Role as a Local Centre

W4.4 Modbury is proposed in the Plan as a Local Centre, since the town provides local services and facilities for the surrounding rural community. Local Centres, as defined in the Devon Structure Plan, should have the capacity to accommodate small-scale development related to local needs including residential and commercial development. It implies that some priority should be granted to Modbury in

the provision of public and community facilities.

W4.5 A Development Boundary has been drawn tightly around the town within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the town together with other important considerations, such as access and service provision. Within the Development Boundary only limited scope for development exists.

The Town's Setting and Conservation

W4.6 All of the town south of the A379 is within the South Devon Area of Outstanding Natural Beauty, where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster social and economic well-being and be compatible with the conservation of the area. To the north of the A379 the town is blanketed by an Area of Great Landscape Value (see Part 1).

W4.7 Modbury is one of four major historic settlements in the South Hams. It is particularly important for its array of early Victorian buildings which lend charm and dignity to the town. Church Street and Brownston Street are particularly notable for their attractive, continuous street frontages.

W4.8 A good deal of the town is contained within a Conservation Area the boundaries of which are shown on Inset WA6 for information. Further information on conservation is given in Part 1.

Environmental Policy Areas

W4.9 The area of land between Cromwell Park and Back Street is an extremely attractive open area in the centre of the town. Any development on the site would destroy its character. The Council would like to see the area used as an open space for the town. To ensure that this could happen in future and to protect the attractive open appearance, it is shown as a Policy Area where development will be prohibited.

W4.10 The valley running east from the foot of Brownston Street is an attractive feature of the town. Its floor and steep lower slopes are prominent to view from the church and the Memorial Hall and should remain undeveloped.

W4.11 IM8: ENVIRONMENT IN MODBURY

The open area between Cromwell Park and Back Street, shown as Policy Area 1 on the Proposals Map, Inset WA6, should be retained as open space in order to maintain the contribution it makes to the visual character of the area.

Housing

W4.12 Much development that has recently taken place or received planning permission in the town has been on a variety of small sites. 35 dwellings have been built within the town's Development Boundary between April 1995 and April 2001, many on infill sites or through the conversion or subdivision of premises. The most recent housing development has taken place at Ayleston Park to the east of Brownston Street. At April 2001 a further 9 units had planning permission in Modbury, of which 4 were under construction.

Housing for Local Needs

W4.13 The Council is keen to balance open market housing development with low cost housing for local people and to meet other needs of people living in difficult conditions. There is a need for affordable local housing in the town as evidenced by the Housing Needs Survey and the Council's Housing Register. This need has also been expressed by the local community. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

W4.14 The results of the recently published Housing Needs Survey together with the Council's Housing Register, show that there is a need for around 20 affordable houses in Modbury during the plan

period. This level of provision can not solely be met on infill sites within the town and the Council therefore proposes that this need is met on two sites. The first site is a site of 0.5 hectare to the east of Brownston Street within the existing town boundary and the second is a site of 0.3 hectare to the west of Palm Cross Green. The sites are proposed for medium to high density residential development.

East of Brownston Street

W4.15 Planning permission has been granted for 18 housing units on 1.8 hectares of land at Ayleston Park with vehicular access from Silverwell Park. At April 2001, 2 dwellings were under construction and 16 were complete. An additional area of 0.5 hectare is also proposed for housing development in the plan. This site is located to the east of Brownston Street and is adjacent to the development at Ayleston Park.

W4.16 This site should be developed in a comprehensive manner, to a medium to high density with a variety of house types and may accommodate up to about 30 dwellings. The plan will require that two-thirds of the houses are affordable, half of which should be rented accommodation managed by a Registered Social Landlord or similar, to assist in meeting the affordable housing needs of the town. Development of the site should not proceed until a concept statement has been prepared for the site and approved by the Council. Any development must also comply with

relevant Council approved Supplementary Planning Guidance (SPG). In particular, the Council wish to see a footpath link to the town centre from the site for pedestrian access. Landscaping is of critical importance in this area, and the Council will insist that a landscaping scheme is provided. The Council will not grant planning permission for development on this site until appropriate landscaping and the footpath link referred to above are secured by way of a legal agreement.

Palm Cross

W4.17 A site of 0.3 hectare at Palm Cross to the west of Modbury is proposed for medium to high density housing development and a small public car park. This site is an unmanaged area to the west of Barrack Road containing car parking with scrub at its margins and some storage or workshop uses. This is an important site at the entrance to the town and should be developed to a high quality with a comprehensive landscape improvement scheme to help unify this area. It will be essential that the new public car park is integrated into the landscape framework. The site will comprise a total of about 10 dwellings of which the approximate split will be two-thirds affordable, half of which should be rented accommodation managed by a Registered Social Landlord or similar. Development must comply with the Council's approved Concept Statement for the site together with other relevant Council approved Supplementary Planning Guidance (SPG).



1. A site of 0.5 hectare to the east of Brownston Street, shown on the Proposals Map, Inset WA6, is proposed for housing development. Any development should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site. Development will be required to include and provide the following:

- (a) a high quality of design in every element of the development to reflect and respect local distinctiveness and create a sense of place and local identity;
- (b) housing at medium to high-density and up to a total of 30 units; two-thirds of which shall be affordable houses to meet local needs, half of which should be rented accommodation managed by a Registered Social Landlord or similar;
- (c) safe and convenient pedestrian and vehicular access, including for the disabled;
- (d) protection of existing important hedgerows and trees;
- (e) planting and landscaping to provide a setting for the development, assimilating it into the surrounding area;
- (f) sustainable drainage for all surface water and foul drainage provision;
- (g) a footpath link to the town centre;
- (h) a financial contribution to education provision and needs for other physical, social or economic infrastructure arising from the development.

2. A site of 0.3 hectare at Palm Cross, shown on the Proposals Map, Inset WA6, is proposed for housing development. Any development should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site. Development will be required to include and provide the following:

- (a) a high quality of design in every element of the development to reflect and respect local distinctiveness and create a sense of place and local identity;
- (b) housing at medium to high-density and up to a total of about 10 units; two-thirds of which shall be affordable houses to meet local needs, half of which should be rented accommodation managed by a Registered Social Landlord or similar;
- (c) safe and convenient pedestrian and vehicular access to the residential areas will be required;
- (d) planting and landscaping to provide a setting for the development, assimilating it into the surrounding area;
- (e) sustainable drainage for all surface water and foul drainage provision;
- (f) a public car park;
- (g) a financial contribution to education provision and needs for other physical, social or economic infrastructure arising from the development.

3. Development will be subject to the conditions and agreements necessary to secure 1 and 2 above.

Economy

W4.19 The economy of Modbury depends upon a variety of sectors, primarily the service sector, although manufacturing and tourism also have an important role to play. The Council aims to continue to maintain and enhance the town's economic profile not only by encouraging jobs, but also by helping to create appropriate new business opportunities and by helping existing businesses to expand. Local firms are a part of community life. They bring people together and are one of the ways in which local initiative and enterprise flourish. The promotion of tourism will also generate jobs.

Employment Land

W4.20 The Council's New Mills employment estate at Plymouth Road has contributed to the town's employment needs in recent years. At April 2001 a further 0.5 hectare with detailed planning permission for employment use remained at this estate. From April 1995 to April 2001, no new areas of employment land were developed in the town. In view of the limited supply of new employment land, New Mills estate is protected in this Plan as an employment resource for the future.

Poundwell Street Revitalisation

W4.21 An area around Poundwell Street could benefit from revitalisation commercially as well as in its appearance. Lying between the main car park and the town centre, more commercial use in the area could increase the town's trade and its attractiveness to the tourist. The Plan therefore proposes an area within which commercial activities, such as small craft, light industrial and service activities, will be encouraged.

W4.22 This part of Poundwell Street lies within the Conservation Area and although the appearance of any proposals will be of particular concern to the Council, it is appreciated that commercial uses are characteristic of the Conservation Area.

W4.23 It is also important to make the best use of any suitable small sites and redundant buildings within the confines of Modbury for employment purposes. There is potential for a little development of this kind.

W4.24 **IM10: EMPLOYMENT DEVELOPMENT IN MODBURY**

1. **Within Policy Area 2 at Plymouth Road, shown on the Proposals Map, Inset WA6, changes of use resulting in loss of employment land or premises from employment in Use Classes B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) will not be permitted.**
2. **Within an area at Poundwell Street, shown as Policy Area 3 on the Proposals Map, Inset WA7, normally only employment uses including rehabilitation, re-use or new development will be permitted at ground floor. Retail use will only be acceptable if ancillary and subsidiary to a manufacturing, craft or other service enterprise in the Policy Area. Residential use of the upper floors will be permitted if there is employment use at ground floor level.**

Shopping and Tourism

Shopping

W4.25 For a small town, Modbury is quite well provided with shops. It has almost 20 shops and it has more retail floorspace than would be expected for a town of its size, partly accounted for by the fact that a significant proportion of the turnover is related to tourism. To help maintain the character and compactness of the shopping area the Plan defines an area where sites for new shopping development will generally be considered acceptable. This is called the Central Shopping Area (CSA) and is focussed on Broad Street and Church Street.

W4.26 In order to maintain the shopping character of the CSA there needs to be tight control of the uses within it. The Council considers that proposals for residential use at ground floor level within the CSA will detract significantly from its shopping character and will therefore not be acceptable. The Council is also keen to protect the predominant retail character of the CSA and therefore seeks to control the amount of non-retail uses at ground floor level within the core zone of the CSA. (The extent of the core zone is shown on the Proposals Map, Inset WA7).

W4.27 Within the Central Shopping Area a variety of minor improvements could be undertaken to make shopping safer and more convenient. These could include wider footways, new surfacing, good signing, seats, litter bins, drop kerbs and handrails. Special attention will be paid to ensure access for all.

Amusement Centres

W4.28 The Council considers that such centres are not appropriate because of their environmental impact and should not be permitted. This is especially the case in the Conservation Area, the main shopping street, residential areas and other sensitive or inappropriate locations.

Tourism

W4.29 Tourism contributes to the economy of Modbury and it is important to maintain this. This can best be achieved by extending the season and improving car parking and the appearance and facilities of the town, all of which will also benefit the local people.

W4.30 **IM11: SHOPPING IN MODBURY**

1. **Within the Central Shopping Area at Modbury:**
 - (a) **retail development (Use Class A1) in scale with the town centre will be permitted;**
 - (b) **at ground floor level, development in Use Classes A2 (Financial and Professional Services) and A3 (Food and Drink) in scale with the town centre will be permitted, only if it would not:-**
 - (i) **result in less than 55% of the ground floor frontages remaining in A1 Class use within the core zone; or undermine the vitality or shopping character of the street; or**
 - (ii) **detract from the appearance of the immediate environment, especially within the Conservation Area; 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.**
 - (iv) **on ground floors, proposals for dwellings (Class C3) will not be permitted.**
 - (v) **above ground level, development in Use Classes A1 (shops), A2 (Financial and Professional Services), A3 (Food and Drink), B1 (Business) and C3 (Dwelling houses) will be permitted providing that they satisfy criteria (b) ii and (b) iii above.**
2. **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 clause 1(b) of the Central Shopping Area policy.**

Transport

W4.31 Modbury is located on the busy A379 which passes through the town bringing trade to the centre. Modbury therefore experiences many traffic and parking problems, particularly during the summer. Town centre traffic is a complex issue and needs to be considered comprehensively to enable improvements to be made. Current Government transport policies encourage sustainable modes of transport including cycle and pedestrian networks and improved public transport services. New development proposals should be of a scale, density, design and at locations which help reduce the need to travel and make it safer and easier for people to use non-car based modes of transport.

W4.32 It will not be easy bringing about such changes in Modbury, set in a rural location with a high level of car dependence, and where alternative forms of transport are limited. Any new development should provide the potential to maximise walking and cycling with safe and convenient links to the town centre and community facilities wherever possible. At present there are two public car parks in the town; the main one adjoining the Health Centre and a smaller one in Poundwell Street.

Devon and Plymouth Local Transport Plans

W4.33 Devon County Council and Plymouth City Council are required to produce Local Transport Plans (LTP's) as a framework for a more balanced and integrated transport system. LTP's cover a five year funding period and it is vital to ensure consistency between the Local Plan and the LTP's to ensure a co-ordinated approach to land use planning and transportation.

W4.34 One of the objectives in the Devon's LTP's Ivybridge Area Programme which directly applies to Modbury is to introduce a traffic management scheme within the town. Other objectives include the provision of footways in parts where none exist at present, bus service infrastructure investigations on the A379 corridor (Plymouth to Kingsbridge), and to develop the National Cycle Network (NCN) from Plymouth through Yealmpton and Modbury towards Harbertonford.

Palm Cross Green Junction

W4.35 The improvement of this junction is important both for the future development of Modbury and for road safety. It is a major junction in the town which is difficult to negotiate and has very bad visibility.

However, no scheme is currently programmed by the County Council in the LTP. The Council will press for improvements to this junction in association with any development proposal that is brought forward for the site at Palm Cross, to the west of Barrack Road.

Modbury By-Pass

W4.36 A possible by-pass for Modbury has been an issue for many years. Previous Local Plans have safeguarded the County Council's shortest and most direct route to the south of the town. The current Devon Local Transport Plan (LTP) for 2001-2006 makes no provision for the scheme to be brought forward before 2006. The District Council considers the safeguarded route to be environmentally and visually damaging and believes that such damage would outweigh any benefits the scheme might bring to Modbury. It consequently does not think it should be identified in the plan.

W4.37 The plan does not therefore propose the safeguarding of the route and the District Council believes that the County Council as Highway Authority should consider formally abandoning the safeguarded route and determine how best to meet any future A379 route requirements as well as identifying future safety and environmental benefits for Modbury with an alternative strategy. The implications of a decision to abandon the by-pass need to be fully understood and views would be welcomed through this plan.

Community Facilities

W4.38 The provision and maintenance of community facilities at Modbury is generally good. The Health Centre was constructed in the mid 1970's and a Fire Station has been built at Dark Lane. The town is within the catchment area of Ivybridge Comprehensive School. The Memorial Hall and the dual use of the Primary School cater for social activities in the town, although the results of the Local Plan Issues Consultation show that there is support for a new community centre. The Parish Council has laid out a field to the north-east of the Barracks for a playing field and tennis courts, financially assisted by this Council.

White Hart

W4.39 The White Hart is located at the junction of Church Street with Poundwell Street and is a prominent historic landmark within Modbury's town centre. The site contains a Listed Building which makes an important contribution to the Conservation Area and street scene of the town. However, the building

has been vacant for at least ten years and its condition continues to deteriorate.

W4.40 The site lies within the Central Shopping Area (CSA) where the plan seeks to protect the viability and vitality of the town centre by encouraging retail uses and resisting their loss to non-retail use, such as residential. The Council would like to see this site redeveloped, incorporating an element of community benefit, in the form of a meeting/function room, a retail element, and residential or business use, particularly above ground floor. As the site is a key feature within the Conservation Area, the building must be retained as an important part of the streetscape.

W4.41 There is also potential scope for the creation of a 'town square' to the rear of the site, currently used as a car park. This would result in the loss of some car parking spaces, but it is considered that the benefits to the town centre and locality could outweigh that loss. The creation of such a square might include small-scale commercial/residential development to help achieve an enhanced streetscene and a viable development package.

W4.42 IM12: WHITE HART

A redevelopment scheme is proposed at the site of the White Hart and adjoining car park. Any development will be required to provide for:

- (a) a mixed-use scheme incorporating, development in Use Classes A1 (Shops) and D1 (Non-Residential Institutions) on the ground floor, with development in Use Classes B1 (Business Use) and C3 (Dwelling Houses) on the upper floors.**
- (b) a community meeting / function room.**
- (c) retention of the existing Listed Building.**
- (d) creation of a town square.**
- (e) a high standard of design, sympathetic to the White Hart's setting and its location in the town centre and Conservation Area.**

Environmental Improvements

W4.43 Although Modbury is very attractive, there are inevitably parts which would benefit from environmental enhancement or landscaping schemes.

W4.44 Palm Cross Green is a prominent site within the town. Its improvement through the development of this site has already been mentioned. A comprehensive landscaping scheme to be undertaken as part of the development proposal could help to enhance the attractiveness of this focal point for the town.

W4.45 The Poundwell Street area is often the first impression visitors obtain of the town because the main town car park is located there, and some general tidying up and better paving would enhance the area considerably.

W4.46 IM13: ENVIRONMENTAL IMPROVEMENTS IN MODBURY

Environmental improvements are proposed at:

- (a) Palm Cross Green, and will be required in association with any adjacent developments.**
- (b) Poundwell Street Car Park, and will be required in association with any adjacent developments.**

W5. Woolwell, Roborough, and Bickleigh

General Matters

Landscape

W5.1 Woolwell, Roborough and Bickleigh all lie within Bickleigh parish, parts of which fall within two nationally designated landscapes. Parts of the parish's northern extremities lie within Dartmoor National Park and a large part of its farthest north-west within an Area of Outstanding Natural Beauty (AONB). This local plan excludes Dartmoor National Park, although its proximity is a major consideration. The AONB in the west, designated by the Countryside Agency, is based on the Tamar, Lynher and Tavy estuaries. The designation of the AONB recognises and will protect the qualities of this landscape, parts of which are prominent over considerable distances.

W5.2 Parts of the parish to the west and east of Roborough and Woolwell are covered by the Bickleigh Vale Area of Great Landscape Value (AGLV), one of the originally designated Devon AGLV's. Any development proposals in the vicinity will need to carefully respect this important landscape. The valley running north-east from Tamerton Foliot is an important landscape area forming an attractive backdrop to the city fringes and with its own intrinsic quality.

The A386

W5.3 The area is principally accessed by the A386, but this road is largely at capacity with particular problems at peak times. The Devon Structure Plan proposes that the A386 (Tavistock Road) improvements, Plymouth be carried out. The Plymouth Local Transport Plan contains more detail on this scheme and proposes improvements to the George junction and realignment of the A386 within the City as well as proposing a Plymouth Airport Park and Ride scheme and bus priority improvements between Roborough and the City Centre. Funding for this scheme has now been secured but the programming of work will be dependent on whether or not a Public Inquiry is held into these proposals. A decision on this matter is awaited. Whilst these proposals largely relate to land within the City, they are nevertheless of significance for traffic movements to and from this part of the South Hams.

W5.5 At April 2001 no allocated housing development sites remained at Woolwell. However, the Council is aware of the need to continue to provide for the growing community, whose developing sense of identity needs to be fostered and nurtured. It is important to make provision for the needs of the growing community. As part of the Woolwell development the Council reserved a site to provide for community needs and has promoted the development of a Community Resource Centre which was completed in 1997. The remaining undeveloped part of the local centre site is shown for information on Inset WA8. There is, however, a continuing need to enhance the levels of community provision at Woolwell. There is also a requirement to improve access to the community centre from within the existing development. The Council will support suitable proposals to overcome this concern.

W5.6 A new Primary School has been built at Woolwell, replacing the former Bickleigh Church of England School. It is a church school serving the whole parish, and has already been extended twice, increasing the capacity of the school to 406 places. Alongside the school site a medical centre, day nursery and six shops have been built. The provision and retention of community facilities is an important part of the overall development at Woolwell and the Plan therefore seeks to ensure that these sites are retained and safeguarded for community uses.

Woolwell

The Existing Community

W5.4 Woolwell is a major housing development to the north of Plymouth, chiefly within the South Hams. To help meet the needs of Plymouth City, the Devon Structure Plan provided for 1,400 dwellings to be built there between 1981 and 1996. The development as a whole was promoted by, and was on land owned by, Plymouth City Council. A total of 1,291 dwellings have been completed within South Hams at Woolwell with development starting in the early 1980's and finishing in 1995.

*See Inset
WA8*



W5.7 At the western edge of Woolwell, inside the city boundary, a District Shopping Centre has been built, incorporating a major supermarket and a range of small shops. These also help to provide for the needs of the community.

W5.8 Major landscaping, principally in the form of substantial tree belts, and significant areas of open space have been required as a part of the development of Woolwell. These open spaces are integral to the layout of the area and should be retained. They are protected by Policy Areas prohibiting development.

Housing for Local Needs

W5.9 The overall strategic context for the western South Hams is largely geared towards meeting the needs of Plymouth which cannot be accommodated within the city boundary. However, as explained in other parts of the Local Plan, the majority of the development needs of the area - including the needs of Plymouth - will be provided for in a new community at Sherford, close to Plymouth. As a result, there is no need to allocate any new land at Woolwell for development.

W5.10 The Council also recognises the real need of the area's existing population and is aware of the need in the parish for affordable housing to meet the needs of local people, particularly including housing for the elderly. It is anticipated that the requirement will be for limited small scale development, which is likely to be located within the existing development boundary. Ways of meeting these needs will be considered through the local plan process, particularly between initial and revised deposit in the light of comments received on the plan.

Footpath/Cycle Link between Woolwell and Roborough

W5.11 Woolwell, and in particular Bickleigh Down Primary School, Woolwell Community Resource Centre and the local centre, should be linked to Roborough village by a safe and convenient footpath/cycle route along Darklake Lane, avoiding the need for pedestrians, especially schoolchildren, to walk along the busy A386. A suitable route for the path is shown on Inset WA8. The Council will support the provision of such a route and will seek the cooperation of the City Council, County Council, Parish Council, landowners and other interests in detailing and implementing a scheme. However, there is currently no scheme programmed by either Plymouth City Council or Devon County Council in their Local Transport Plans for the area.

W5.12 IM14: WOOLWELL

- 1. Within the local centre site at Woolwell shown on the Proposals Map, Inset WA8, development will only be permitted which meets identified community needs.**
- 2. The open spaces and tree belts shown as Policy Area 1 at Woolwell on the Proposals Map, Inset WA8, should be retained in order to maintain the contribution they make to the amenity and visual character of the area.**
- 3. A new footpath/cycle link from Woolwell estate to Roborough village is proposed and the Council will press for its inclusion in the Plymouth and/or Devon Local Transport Plan programme.**

Employment Estates

W5.13 The area has made a significant contribution to employment needs over recent years and a good deal of employment land remains held in reserve or undeveloped in the vicinity. This includes land at Broadley Park Employment Estate and on land immediately to the south of Roborough village adjacent to the Tesco supermarket. 2.2 hectares of employment land has been developed in the area between 1995 and 2001, and at April 2001 7.2 hectares of employment land had planning permission and a further 3.8 hectares remained on local plan sites.

See Inset WA9

W5.14 The Plan proposes an extension of Broadley Park to be brought forward to help meet the needs of the sub-region during the plan period. This proposal was contained in the local plan adopted in 1996. The land proposed for employment development consists of a 3.8 hectares site located immediately adjacent to the south western boundary of the existing Broadley Park employment estate. Development must comply with the Council's approved Concept Statement for the site. The southerly and westerly boundaries of the new site will be formed by the existing woodland and the established hedgerows. A continuation of the landscaping belt flanking the existing employment estate must also be provided to the new site's northern and western

boundaries to help assimilate the development into the landscape.

W5.15 The supply of new employment land is limited, and it is proving difficult to satisfy requirements for relocation or expansion of existing employment premises. The significance of land already in employment use is therefore highlighted as an employment resource for the future, and protected in order to help maintain a wide and stable economic base.

W5.16 IM15: EMPLOYMENT DEVELOPMENT

- 1. A site of about 3.8 hectares at Broadley Park is proposed for employment development. Development must comply with the Council's approved Concept Statement for the site. In particular, a strategic landscaping belt as indicated on Inset WA9 will be required as part of the development.**
- 2. Within the Policy Areas 2, 3 and 4 shown on the Proposals Map, Insets WA8 and WA9, changes of use resulting in the loss of land or premises from employment use will not be permitted.**

Roborough Village

W5.17 Roborough lies immediately on the northern edge of Plymouth. The original village comprises several terraces of estate cottages strung along the former A386, and this has been added to by some recent developments. The opening of the village by-pass has reduced traffic levels in the main street. The village is, however, dwarfed by the neighbouring urban areas.

See Inset WA8

W5.18 Roborough village has few community facilities. The pub lies at its centre and a small Methodist Chapel at its edge. The Roborough Recreation Hall, occupies a restricted site at the village's northern extremity. A Development Boundary has been drawn around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village. Within the village only limited scope for development exists.

Playing Fields

W5.19 Some 5.7 hectares of land to the immediate east of village have been transferred from Devon County Council to Plymouth City Council for the development of playing fields. Some 12.1 hectares of land south of the village had been similarly set aside by Devon County Council but, in seeking to meet the employment needs of the city, were brought forward by the County Council for employment development.

W5.20 The District Council is concerned to ensure that the 5.7 hectares site east of the village remains available for playing fields. Not only is the land prominent to view from Dartmoor, but there is also a need for playing fields to provide for the growing population of the area, particularly at Woolwell.

Open Space to the East of Leat Walk

W5.21 The open space to the east of Leat Walk is important to the character of and integral to the layout of that estate. It is a valuable amenity area which is accessible to the public and should be retained.

W5.22 **IM16: ROBOROUGH**

- 1. The open space to the east of Leat Walk, Roborough, shown as Policy Area 5 on the Proposals Map, Inset WA8, should be retained as public open space in order to maintain the contribution it makes to the amenity and visual character of the area.**
- 2. The Council will promote the provision of playing fields to the east of the village.**

Bickleigh Village

W5.23 Bickleigh is a small village, dominated by the adjoining Royal Marines barracks. The only community facility is the parish church, the local school having been relocated to Woolwell. The village also lies within an Area of Great Landscape Value. There is no Development Boundary identified for the village, since it has so few community facilities of its own and further development there would damage its character.

See Proposals Map



W6. Yealmpton

Yealmpton's Role as a Local Centre

W6.1 Yealmpton is identified as a Local Centre which means that the village forms a focal point for the parish community and provides a range of services and facilities for the surrounding rural area. Local Centres, as defined in the Devon Structure Plan, should have the capacity to accommodate small-scale development related to local needs including residential and commercial development. In identifying Yealmpton as a Local Centre, it implies that some priority should be granted to Yealmpton in the provision of public and community facilities.

*See Inset
WA10*



W6.6 A traffic calming gateway has been constructed on the A379 at the western end of Yealmpton near its junction with Yealm Park and this has helped reduce traffic speeds through the village. However, further traffic calming and associated environmental improvements would enhance pedestrian safety and enjoyment of the area, especially at the junction of the A379 and Torr Hill. The Council will continue to seek the co-operation of the County Council, Parish Council, landowners and other interests in detailing and implementing a scheme.

W6.7 Extensive woodlands to the south of the village and the A379 are important to the landscape setting of Yealmpton. To the east of Torr Bridge the banks of the Yealm remain an attractive, lightly wooded area, and are an important amenity feature for the village. Development should not be allowed to creep into this narrow area.

W6.8 The Council believe there is scope to introduce a new public footpath link along the northern side of the River Yealm from Torr Bridge to Torr Bridge Park. This link could be achieved either via a footbridge, from the existing public footpath on the south side of the River Yealm to Torr Bridge Park to the north of the River Yealm or via a new footpath along the northern bank of the river to link with Torr Bridge. The Council's Coast and Countryside Service will have a central role to play in achieving this link.

The Village and Its Setting

W6.2 Yealmpton is a large but pleasant village on the A379, 6 miles east of Plymouth and has a particularly fine Victorian parish church. Originally of a predominantly linear form, the village has spread, particularly towards the south during the 1970's. The village is well provided with community facilities, including a health centre and a post office although the village hall is on a restricted site. A new primary school was completed in the summer of 1995, incorporating a large hall for community use and other accommodation. This includes an Information Technology Resource Centre providing training facilities and local business support.

W6.3 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as service provision. Within the Development Boundary only limited scope for development exists.

W6.4 South of the A379, Yealmpton lies within the South Devon Area of Outstanding Natural Beauty (AONB) where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster social and economic well-being provided that this will be compatible with the conservation of the area.

Environment and Conservation

W6.5 The historic core of Yealmpton is a Conservation Area. Centred on Fore Street and Market Street, the area is marred by the volume and speed of traffic along the A379.

Housing in the Village

W6.9 Between 1995 and 2001, 3 dwellings were completed within the village Development Boundary and at April 2001 planning permission existed for a further 17 of which 7 units are proposed on a site to the east of the village, occupied by Yealmpton Mill. The Development Boundary has been drawn tightly around the village and only scope for limited infill development remains within it, subject to the normal planning considerations including the AONB policy south of the A379.

W6.10 Recently, land at Underhay to the west of the village has been developed by a Housing Association comprising 15 units for local needs. This has provided a valuable contribution to meeting local housing needs in the Yealmpton area. The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the

provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Employment

W6.11 The Council is keen to promote appropriate job and business opportunities in villages where it is sustainable, as a contribution to the wider employment needs of the area. Employment opportunities exist adjacent to Kitley Farm Pick Your Own site on the western edge of Yealmpton. A small site to the east of the Pick Your Own site already accommodates a number of light industrial and storage uses and has the potential to accommodate further such uses. The site is therefore included in this plan as an employment land proposal of 0.7 hectare for B1 (Business) Use. However, due to the site's rural location and its close proximity to housing, development should be small scale and carefully designed to respect the rural character and existing land uses of the surrounding area. Development of the site will not be able to proceed until a concept statement has been prepared for the site and this has been approved by the Council. Any development must also comply with relevant Council approved Supplementary Planning Guidance (SPG).

W6.12 To the east of Yealmpton is Eastern Torrs Quarry which has been closed and is unlikely to be reopened. Employment at a suitable scale could also be accommodated here with no significant impact on the landscape.

Torr Hill

W6.13 This site is centrally located in the village and forms an important focus to the street scene at Torr Hill. It contained the Old Bakery dating from the 17th Century, a disused stone barn, a Parish Meeting Room and village stores. The Council has prepared a development brief for approximately one third of the site, including the Old Bakery. This development brief was used to guide the form of the development and has helped to achieve a high quality scheme for this portion of the site with a combination of uses to benefit the village community. The Council will promote further uses appropriate for a village centre location on the remainder of the site at Torr Hill.

Youth Facilities

W6.14 There is local support for the provision of better youth facilities in the village. The Council will support any well organised local initiative to provide suitable facilities.

Traffic

W6.15 A considerable volume of traffic, largely travelling to or from Plymouth, passes through the centre of the village. To improve pedestrian safety, the current Devon Local Transport Plan programme includes an objective, to provide footways where non exist at present in a number of locations, including Yealmpton.

W6.16 IM17: YEALMPTON

- 1. A site of 0.7 hectare adjacent to Kitley Farm Pick Your Own site shown on the Proposals Map, Inset WA10, is proposed for Use Classes B1 (Business) employment development to help meet local employment needs. Any development should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site. Development will be required to include and provide the following:**
 - (a) a high quality of design in every element of the development;**
 - (b) safe and convenient pedestrian and vehicular access, including for the disabled;**
 - (c) protection of existing important hedgerows, trees and features of landscape or wildlife importance;**
 - (d) planting and landscaping to provide a setting for the development, assimilating it into the surrounding countryside;**
 - (e) sustainable drainage for all surface water and foul drainage provision.**

Development will be subject to the conditions and agreements necessary to secure the above.
- 2. Within the area at Torr Hill shown on the Proposals Map, Inset WA10, the Council will promote and permit uses appropriate for a central location in the village.**
- 3. The open area along the banks of the River Yealm, shown as a Policy Area on the Proposals Map, Inset WA10, should be retained as open space in order to maintain the contribution it makes to the visual character of the area.**
- 4. The Council will promote traffic calming and environmental improvements in Fore Street, and will require adjacent development proposals to contribute towards their achievement.**
- 5. The provision of a new footpath link along the northern side of the River Yealm from Torr Bridge to Torr Bridge Park is proposed, and will be required in association with any adjacent development proposals.**
- 6. Footways along the A379 are proposed where none exist at present in the village and any significant development proposals in the village will be required to contribute.**

W7. Langage

The Strategic Role of the Area

W7.1 To meet the needs of Plymouth City, the Devon Structure Plan originally provided for 57 hectares of employment development at Langage, to the east of Plympton, between 1981 and 1996, including 55 hectares in the South Hams and 2 hectares within the City.

W7.2 The Structure Plan no longer makes such specific provisions, allocating 120 hectares of employment land to the whole South Hams district between 1995 and 2011. This includes 100 hectares specifically for the South Hams part of the Plymouth Area of Economic Activity (PAEA), predominantly aimed at helping to meet the needs of Plymouth. After allowing for completions and commitments, an outstanding balance of 38.5 hectares remains to be found in the PAEA up to 2011. Contributing to meeting this need within the Ivybridge/Modbury plan area are proposals at Langage, Roborough/Woolwell, Ivybridge and at the proposed new community at Sherford.

W7.3 At Langage, within the South Hams 37.5 hectares of employment land have been developed between April 1981 and April 1995 and 11.6 hectares between April 1995 and April 2001. At April 2001 planning permission existed for a further 33.8 hectares.

Employment at Langage

W7.4 In 1983 the District Council granted outline planning permission to Plymouth City Council for the development of land to the east of the City in the City Council's ownership at Holland Farm, Langage, as an employment estate. An agreement ensures adequate sewerage, sewage treatment, surface water disposal and water supply, together with new road works to allow safe and convenient traffic movement.

W7.5 Detailed planning permission has been granted on most of the site and a large part of it has now been completed. That part of the estate north of Cornwood Road is reserved for use by businesses in the scientific, electronic and other high technology sectors; an initiative which the District Council welcomes. The remainder of the estate is being developed or has detailed planning permission for light industry, warehousing and offices.

W7.6 In the previous South Hams Local Plan adopted in 1996 a site of approximately 25.5 hectares at Langage was proposed for employment development to be developed in two phases.

*See Inset
WA11*

This formed an extension to the existing estate as far eastwards as the buildings of Higher and Lower Langage Farms. The site boundaries were drawn taking full account of landform and tree belts and were intended to help assimilate the proposed development in the surrounding countryside although further substantial landscaping was also proposed to help screen the site. The site formed a natural extension to the infrastructure of the existing estate, was well served by the nearby A38 and did not present undue service problems. The site has not yet been developed.

W7.7 That proposal specifically excluded the elevated and prominent land north of Cornwood Road to the east of the existing Estate. The Council strongly believed that this visually prominent land should remain as open countryside and the plan made it clear that the Council would vigorously resist any proposals for development there. The Council's view remains unchanged on this matter.

W7.8 In April 1999, the Council considered proposals at Langage for the construction of a gas fired power station (known by the applicants as an "energy centre") of 1,010 megawatts and an accompanying planning application for approximately 50,000 square metres of employment floor space (known by the applicants as an 'energy park'). The power station proposals covered approximately 8 hectares of the 25.5 hectares eastward extension to Langage estate proposed in the 1996 local plan.

W7.9 In planning policy terms it was concluded that as the land was already allocated for employment development, if the two proposals were implemented as part of a comprehensive package it would accord with the development plan. The proposals, however, raised a number of key concerns, in particular those related to visual impact, air quality, residential amenity, transportation and economic issues. The Council therefore agreed to raise no objection to the power station, subject to a detailed planning agreement and a comprehensive range of conditions covering the above issues. Significant off-site landscaping would be required as part of this agreement as well as a major financial contribution to a trust fund which will enable the establishment of wider planting proposals across the area to provide screening for the development in the longer term.



W7.10 In coming to a decision on these matters, the Council also requested that the Secretary of State call a public inquiry into the power station proposals to explore the concerns and views expressed by local people. However, in November 2000, the Secretary of State for the Department of Trade and Industry announced that the power station proposal had been granted consent. The Secretary of State also decided to impose the controls on the development requested by the Council but took the view that a public inquiry into the proposals was unnecessary as the required consultation process had been undertaken. No start has currently been made on these development proposals.

W7.11 The detailed planning agreement and comprehensive range of conditions sought by the Council were endorsed by the Secretary of State in his decision on the power station in November, 2000. The Council will also require the development of the power station and the associated employment land to be subject to them and progressed as a comprehensive package.

Further Eastward Extension To Langage

W7.12 An outstanding balance of 38.5 hectares of employment land remains to be found in the PAEA up to 2011. This employment land is primarily geared towards meeting the needs of the Plymouth sub region. A variety of sites has been considered in the search for new employment land on the Plymouth fringes to meet this need. The sensitive nature of the landscape and environment in these areas and the need for any new employment land to be close to the main lines of communication limit the number of such potential sites.

W7.13 The recent approval by the Secretary of State for the power station proposals has changed the context for further growth at Langage. In particular it has brought with it the opportunity for extensive and unprecedented strategic planting and landscaping benefits in the immediate vicinity that are not available at other potential employment sites in the area. It also offers the opportunity for the development of a comprehensive and linked package in combination with the proposed 'energy centre' and 'energy park' and the maximisation of the new and upgraded infrastructure that the proposals will bring. These benefits combined with

the locational advantages offered by Langage lead the Council to conclude that a further eastward extension to the Langage estate comprising 17.2 hectares to the south of Cornwood Road is the most visually acceptable major site for future employment land in the area.

W7.14 The site lies adjacent to the eastern edge of the existing estate and close to the A38 Deep Lane junction and proposed new community at Sherford. It is currently farmland of low grade agricultural quality. The proposal is for 17.2 hectares of employment land for B1 (Business) uses, B2 (General Industrial) uses and B8 (Storage and Distribution) uses. The proposal will be required to incorporate extensive strategic off site landscaping as well as protecting, incorporating and strengthening existing tree belts and hedgerows on the site itself. A contribution to the "trust fund" for wider tree planting in the area established through the power station proposals will also be required from this development.

W7.15 Development on the site will not be allowed to commence before the infrastructure and other works required for the "energy centre" and "energy park" to proceed are completed. Upon completion of these works, the Council will require the development of the site in two phases, including occupation of at least one of these phases by a single major user to respond to the need to safeguard the ability to accommodate any incoming

major investor/employer requiring a substantial prestige site. Phasing of the site's development will be required so as to maintain a supply of land throughout the plan period and to assist the large amount of internal and strategic landscaping to become established and effective.

W7.16 Phase One, to include 7.8 hectares of land, will take in the northern part of the site and will not be released for development, other than for a single major user, until development of at least 50% of the Langage Energy Park has been completed. Phase Two, to include 9.4 hectares of land, will take in the southern part of the site and will not be released for development until the development of at least 50% of Phase One has been completed. Phase One should be developed by a single major user. However, if this is not secured then the same requirements will be applied to Phase Two. The site is shown on the Proposals Map, Inset WA11.

W7.17 The supply of new employment land in the District is limited, and the significance of land already in employment use is therefore highlighted as an employment resource for the future. Some such sites are being lost to other uses and it is proving difficult to satisfy requirements for relocation or expansion of existing premises. The employment land resource at Langage is therefore protected in order to help maintain a wide and stable economic base for the area.



1. A site of 17.2 hectares at Langage, to the east of the existing Langage estate, shown on the Proposals Map, Inset WA11, is proposed for employment development for B1 (Business) uses, B2 (General Industrial) uses and B8 (Storage and Distribution) uses. Any development should be undertaken on a comprehensive basis and in accordance with

- (a) the Concept Statement for the site;
- (b) a Master Plan approved by the Council;
- (c) an agreed phasing programme designed to ensure the early provision of community infrastructure.

Development should include the following:

- (i) a high quality of design in every element of the development;
- (ii) strategic landscaping to provide a setting for the development, assimilating it into the surrounding countryside, providing shelter and a natural edge to the development, including areas of community woodland;
- (iii) internal landscaping including reinforcing and extending existing planting within the site area;
- (iv) protection of existing important hedgerows, trees and features of landscape or wildlife importance;
- (v) a safe and convenient pedestrian, cycle and vehicular network linking with destinations beyond the site, including direct road links to the A38 at Deep Lane;
- (vi) a high standard of bus penetration and high quality bus services within the site and to and from Plymouth city centre and major employment, community, recreational and leisure destinations;
- (vii) sustainable drainage for all surface water and foul drainage provision;
- (viii) an archaeological assessment/evaluation of the site prior to the commencement of any development and protection of any important historic or archaeological features.

Development will be subject to the conditions and agreements necessary to secure the above.

2. Development will not be permitted on the 17.2 hectares at Langage proposed for employment development to the east of the existing Langage estate, until the infrastructure and other works required for the “energy centre” and “energy park” to proceed are completed. Development will be phased as follows:

- (a) Phase 1 (7.8 hectares) comprising the northern part of the site, will not be released for development other than for a single major user until development of at least 50% of the Langage Energy Park has been completed, and
- (b) Phase 2 (9.4 hectares) comprising the southern part of the site, will not be released for development until the development of at least 50% of Phase 1 has been completed. Unless Phase 1 has been developed by a single major user, Phase 2 will not be released for development other than for a single major user.

3. Within the Employment Policy Areas shown on the Proposals Map, Inset WA11, changes of use resulting in the loss of land or premises from employment use will not be permitted.

W8. Aveton Gifford

The Village and its Setting

W8.1 Aveton Gifford spreads along a narrow valley tributary of the River Avon. It has suffered from considerable traffic congestion over many years, but the completion of a by-pass in 1990 has brought about a return to a more tranquil and safer village scene.

*See Inset
WA12*



W8.2 The village has a good range of community facilities, including a post office and shop, a village hall and car parks. It is in easy reach of Kingsbridge or Modbury along the A379. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and service provision. Within the Development Boundary only limited scope for development exists.

W8.3 Most of the village lies within the South Devon Area of Outstanding Natural Beauty (AONB) where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster social and economic well-being provided that this will be compatible with the conservation of the area. The remainder of the village is blanketed by an Area of Great Landscape Value.

Environment and Conservation

W8.4 The linear centre of Aveton Gifford, together with Court Barton and St. Andrews Church on the north eastern slopes overlooking the village, is a Conservation Area. The open valley to its west is important to the setting of the Conservation Area. It is laid out as public open space and is outside the village Development Boundary.

W8.5 The open space sloping down to the east of Icy Park should remain undeveloped. Any development there would overshadow the roadside bank and valley below. The site is protected as a policy area in the plan.

Housing in the Village

W8.6 Between 1995 and 2001, 24 dwellings were completed within the village Development Boundary and at April 2001 planning permission existed for a further 12 dwellings. A site to the south of Icy Park has been granted planning permission for the development of 21 dwellings,

subject to a legal agreement under which the developer has agreed to transfer an area of land adjacent to the south-eastern boundary of the site to the Council to be used as an amenity open space (or play area) and recreational facility for the benefit of the inhabitants of the locality. A footpath link is also to be provided from the housing site to the playing field to the east. At April 2001 13 dwellings had been completed and 8 dwellings were under construction on the site.

W8.7 Affordable housing has been provided within the village including a housing association scheme supported by the Council, on a site adjoining the village school. The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

W8.8 The village is one of those where housing is proposed to meet the wider housing needs of the area. It is a village with a reasonable level of existing facilities where a suitable and sustainable site has been identified for development, and which can at the same time contribute towards meeting other local community needs.

North East of the Village Centre

W8.9 A site of 0.4 hectare north east of the village centre and south of Court Barton is proposed for medium to high density housing development. The site may accommodate up to about 12 affordable houses, 50% of which should be rented accommodation managed by a Registered Social Landlord or similar. The site also has the capacity to accommodate new allotments for the community. The site is a small area of rough grassland, situated in an enclosed hollow below and to the south of Court Barton and St Andrews Church.

W8.10 This edge of Aveton Gifford is particularly attractive and the setting of the church is of significance. The shape of the land and the existing trees and planting afford a degree of enclosure, reducing the impact of development in views from the road and the church. The site has potential archaeological significance as part of the original church/Court Barton enclosure and therefore a full archaeological assessment would be needed before any development in this general area could proceed.

W8.11 Any development must comply with the Council's approved Concept Statement for the site together with other relevant approved Supplementary Planning Guidance (SPG).

Public Toilets

W8.12 The Council recognises a need for improved public toilets in the village and will support the improvement of the existing facility at the Memorial Hall or the provision of new facilities on a suitable site elsewhere in the village.

W8.13 **IM19: AVETON GIFFORD**

1. A site of 0.4 hectare to the north east of the village centre, shown on the Proposals Map, Inset WA12, is proposed for housing development. Any development should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site. Development will be required to include and provide the following:
 - (a) a high quality design in every element of the development to reflect and respect local distinctiveness and create a sense of place and local identity;
 - (b) housing at medium to high-density and up to a total of 12 units of affordable housing, 50% of which shall be rented accommodation managed by a Registered Social Landlord or similar;
 - (c) provision of allotments on the southern half of the site;
 - (d) safe and convenient pedestrian, cycle and vehicular access;
 - (e) a footpath link to the town centre;
 - (f) protection of existing important hedgerows and trees, and features of landscape or wildlife importance, in particular on the eastern boundary and on the southern boundary of the area proposed for housing;
 - (g) planting and landscaping particularly along the northern edge of the housing to strengthen the landscape framework, to provide a setting for the development and avoid being intrusive in the setting of the church;
 - (h) sustainable drainage for all surface water and foul drainage provision;
 - (i) a financial contribution to new or improved public toilets in the village;
 - (j) a financial contribution to education provision, and needs for any physical, social or economic infrastructure arising from the development;
 - (k) an archaeological assessment/evaluation of the site prior to the commencement of any development and protection of any important historic or archaeological features.

Development will be subject to the conditions and agreements necessary to secure the above.

2. The open area east of Icy Park, shown as a Policy Area on the Proposals Map, Inset WA12, should be retained as open space to maintain the contribution it makes to the rural character and setting of this part of the village.

W9. Bigbury on Sea, Bigbury & St. Ann's Chapel

The Parish of Bigbury

W9.1 The parish of Bigbury lies on the coast to the west of the River Avon. Bigbury on Sea and its beach are popular with visitors, and it is the largest settlement within the parish. The hamlets of Bigbury and St. Ann's Chapel lie a little inland.

The Environment of the Parish

W9.2 The parish and its settlements, lie entirely within the South Devon Area of Outstanding Natural Beauty (AONB) where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster social and economic well-being provided that this will be compatible with the conservation of the area.

W9.3 Approximately two thirds of the parish, including Burgh Island, also lies within the Coastal Preservation Area (CPA). Although Burgh Island is not actually part of the AONB, its landscape quality is equal to that of the adjoining coastline and in policy terms it will be treated as part of the AONB. Any development proposals in the parish should most carefully respect this sensitive landscape.

Bigbury on Sea

The Village and Its Setting

W9.4 Bigbury on Sea commands a dramatic headland to the west of the Avon estuary looking out to Burgh Island, from which the parish takes its name. The sandy beach and large car park which dominates the village make it popular with the holidaymaker and day visitor. The village is made up of a regular pattern of narrow roads and houses, most being homes on individual plots.

W9.5 The only village facility is the sub-post office and shop, although a beach shop and 2 cafes operate during the summer. Primary school children travel mainly to Modbury, some 5 miles away. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access, service provision and the landscape. Within the Development Boundary only limited scope for development exists. The village is prominent from the sea and any development proposals in the village should most carefully respect this sensitive coastal landscape.

*See Inset
WA15*

Environment and Conservation

W9.6 The village and its approach roads often become congested in summer when, it is considered, the area is at saturation point. Any proposals which might encourage a significant increase in visitors or traffic are unlikely to be acceptable.

W9.7 The area between the village and the coast has been the subject of major improvements. The former Tom Crocker Inn and associated buildings have been demolished and a 3-storey block of 29 flats and a small convenience store has been built. Associated with the above a legal agreement ensured that the grassed area known as The Warren would undergo a programme of intensive maintenance and management. The agreement also required the provision of a toilet block and the maintenance and management of the car park areas. A beach cafe has also been built adjacent to the new public toilets.

W9.8 All the building work including the flats, store, cafe and toilet block and the improvements to the car parks have now been completed. The redevelopment of this area has substantially improved this sensitive and prominent coastal location. However, the landscaping works to The Warren have not yet been completed but are covered by the legal agreement.

Housing in the Village

W9.9 Between 1995 and 2001, 14 new dwellings were completed within the village Development Boundary, and at April 2001 planning permission existed for a further 3 dwellings. Outside the Development Boundary a three storey block of 29 flats has been completed on the site of the former Tom Crocker Inn to the south of the village.

W9.10 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).



River Avon

Bigbury

W9.11 Bigbury is a small, attractive hamlet, the historic centre of the parish, situated on the B3392 to Bigbury on Sea. The hamlet is closely contained by the Coastal Preservation Area and lies entirely within the South Devon AONB. The hamlet and a large part of its setting to the west are covered by a Conservation Area. This is shown on the Inset WA13 for information.

*See Inset
WA13*

W9.12 Although Bigbury has a few community facilities and services, including a post office/stores, there is no real scope for further development without damaging its character and appearance and therefore, no Development Boundary is identified for the hamlet.



St. Ann's Chapel

W9.13 St. Ann's Chapel is a small hamlet with a number of community facilities, including the parish hall. The hamlet lies wholly within the South Devon AONB and with its southern fringe in the Coastal Preservation Area. The Council considers that there is no scope for future development there without adversely affecting the appearance of the locality or encroaching into the prominent countryside that surrounds the hamlet. Therefore, no Development Boundary is identified for the hamlet.

*See Proposals
Map*

W10. Brixton

The Village and its Setting

W10.1 Brixton lies on the A379, about 2 miles out of Plymouth. The historic heart of the village clusters around the church, but the majority of the village is made up of suburban style development. This belies the parish's historic significance, with eight estates mentioned in the Domesday Book.

*See Inset
WAS*

W10.2 The village has a good range of community facilities, including a post office and a primary school incorporating meeting room and hall, and nearby Plymouth provides for most other service needs. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and service provision. Within the Development Boundary only limited scope for development exists.

W10.3 All of the village south of the A379 lies within the South Devon Area of Outstanding Natural Beauty (AONB) where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster social and economic well-being provided that this will be compatible with the conservation of the area.



Environment and Conservation

W10.4 The mature and attractive gardens at Elbridge and at Brixton House are important features near the centre of the village. These areas should be protected from development. Several woodlands on the edge of the village are also important to its setting.

Housing in the Village

W10.5 Between 1995 and 2001, 4 dwellings were completed within the village Development Boundary, and at April 2001 planning permission existed for a further 13 dwellings. The Development Boundary has been drawn tightly around the village, and only scope for limited infill development remains within it subject to the usual planning considerations including the AONB policy.

W10.6 The Council has recently granted planning permission for the demolition of 62 defective PRC (Local Authority) dwellings at Bellows Park and their replacement with 66 new dwellings for local housing needs. Many of the existing dwellings are unfit for occupation and the estate generally is run down. This new development will not only make a valuable contribution towards meeting local housing needs in the area but will also significantly improve the environmental and aesthetic appearance of this part of the village. However, the Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Former School Site

W10.7 The former school buildings were vacated when the new school was completed and have now been converted into residential use. The Council has granted planning permission to the Brixton Feoffee Land Charity for the development of three dwellings on the site of the former school play area subject to a legal agreement to overcome drainage problems. Public open space or a play area is also sought including the retention of the attractive avenue of trees on the site.

Playing Fields

W10.8 Land to the south west of the village is at present used as a playing field by the local football club on a permissive basis only. The field would be suitable for a permanent playing field for the village and the Council will support any well organised local initiative to achieve this.

Car Park

W10.9 The village would benefit from the provision of a public car park and the Council will support any well organised local initiative to provide this.

Traffic

W10.10 A considerable volume of traffic, largely travelling to or from nearby Plymouth, passes through the centre of the village. Devon County Council has implemented a number of traffic calming measures along the A379 in recent years. Scope for further improvements remain. The current Devon Local Transport Plan programme includes an objective to provide footways where none exist at present in a number of locations, including Brixton.

W10.11 **IM20: BRIXTON**

- 1. The open areas comprising the grounds of Brixton House (Policy Area 1) and Elbridge (Policy Area 2), shown on the Proposals Map, Inset WA5, should be retained as open spaces in order to maintain the contribution they make to the visual character of the area.**
- 2. Public open space is proposed on the site of the former primary school play area/field shown on the Proposals Map, Inset WA5, and will be required in association with any development of the site.**
- 3. Footways along the A379 are proposed where none exist at present in the village and any significant development proposals in the village will be required to contribute.**

W11. Ermington

The Village and its Setting

W11.1 Ermington is an attractive village lying south of Ivybridge alongside the A3121. It sits on a gently rising hillside just to the north of the River Erme. The village has many pleasant stone and slate hung houses which cluster around the square.

*See Inset
WA18*



W11.2 The village has a good range of community facilities including a post office, and a primary school incorporating dual use community hall. The nearest Area Centre is Ivybridge, providing a wide range of further support services and facilities. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This is based on careful assessment of the character and setting of the village together with other important considerations, such as service provision. Within the Development Boundary only limited scope for development exists.

W11.3 The landscape setting of the village is important and the area immediately to the north, east and south lies within the Area of Great Landscape Value. Ermington Wood to the south of the village is also significant to its landscape setting. The flood plain of the River Erme and the open views and narrow lanes on the north side of the village combine to further limit the scope for development.

Environment and Conservation

W11.4 A large part of the historic heart of Ermington centred around the Square is a Conservation Area. From its focal point in the Square the Conservation Area extends to include much of the village including the Church of St. Peter and St. Paul and the attractive area of open hillside to the north and west of the Church in recognition of its visual and landscape importance to the setting of the Conservation Area.

W11.5 The attractiveness of the village could be enhanced by a comprehensive scheme of environmental improvements focusing on the Square and Town Hill. Street surfaces and furniture and associated elements of landscaping could be improved and car parking arrangements in the village rationalised. The Square could be better laid out and its appearance improved. An area of informal verge parking on Town Hill could also be improved and more spaces provided.

W11.6 In conjunction with the above, a traffic calming/traffic management scheme for Ermington is needed to reduce vehicular/pedestrian conflict in the lanes running through the village. This is the subject of local concern and the Council will seek the co-operation of the County Council, Parish Council, landowners and other interests in detailing and implementing both this scheme and the environmental improvement scheme.

Housing in the Village

W11.7 Between 1995 and 2001, no dwellings were completed within the village Development Boundary, and at April 2001 there were no further permissions for housing. The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

W11.8 The village is one of those where housing is proposed to help meet the wider housing needs of the area. It is a village with a reasonable level of existing facilities where a suitable and sustainable site has been identified for development, and which can at the same time contribute towards meeting other local community needs.

East of the Village Centre

W11.9 A site of 0.7 hectare located to the east of Ermington is proposed for housing development, a new primary school and community facilities. The site is a field of grazing land which slopes down to the River Erme. The southern half of the field lies in the flood plain. There are good hedges and trees, especially on its northern boundary. Development at Ermington will contribute towards helping to meet the needs of the Plymouth Sub-Region in accordance with the Devon Structure Plan.

W11.10 The northern part of the site should be developed in a comprehensive manner, to a medium density. It may accommodate up to 7 houses.

W11.11 The plan also safeguards land for the development of a new primary school, playing field and a new community hall. The Local Education Authority, Devon County Council, recognises that the existing primary school site is extremely constrained and that a replacement may be required. However, their current Capital Programme contains no plans to provide a replacement. As a new school may be required in the next few years, the Council safeguards the site to the east of the village as its favoured location for a new school.

W11.12 If a new school is provided, this would release the use of the existing school buildings which could be converted to residential use. There would also be scope to develop the school grounds for residential

use. In total the existing school site might accommodate up to 24 units and development should accord with the Concept Statement approved by the Council.

W11.13 The plan requires that the development of the site east of the village and the redevelopment of the school site are linked and that 50% of the houses should be rented accommodation, managed by a Registered Social Landlord or similar, to assist in meeting the affordable housing needs of the area (see Proposal IM23 below).

Employment

W11.14 The Council is keen to promote appropriate job and business opportunities in villages as a contribution to the wider employment needs of the area. The Council's employment initiative at Erme Mills has been very successful, providing jobs and business opportunities in an attractive employment environment.

W11.15 The supply of new employment land in villages is limited, and the significance of land already in employment use is therefore highlighted as an employment resource for the future. Some such sites are being lost to other uses, primarily residential use, and it is proving difficult to satisfy requirements for relocation or expansion of existing employment premises. Erme Mills employment site is therefore protected in order to help maintain its valuable economic base.

Community Hall

W11.16 The local community has expressed support for the improvement or replacement of the existing Reading Rooms community hall. The Council acknowledges that the existing facilities are inadequate and will support the provision of better facilities. If a new primary school is provided on the site to the east of the village, this will be designed as a dual use facility to allow scope for community use. However, the refurbishment/improvement of the Reading Rooms or more intensive use of existing alternative facilities in the village (e.g. School Hall) would also be options.

W11.17 IM21: ERMINGTON

1. A site of 0.7 hectare to the east of Ermington, shown on the Proposals Map, Inset WA18, is proposed for development which should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site. Development will be required to include and provide the following:

- (a) a high quality of design in every element of the development to reflect and respect local distinctiveness and create a sense of place and local identity;**
- (b) housing at medium density up to a total of 7 units;**
- (c) a site for and financial contribution towards a new primary school and community hall and associated playing fields, on 2.1 hectares, which should be made available for community use;**
- (d) the redevelopment of the existing school site for up to about 24 units of housing of which, in combination with the site east of the village, 50% shall be rented accommodation managed by a Registered Social Landlord or similar;**
- (e) safe and convenient pedestrian, cycle and vehicular network linking all the uses within and beyond the site;**
- (f) protection of existing important hedgerows and trees and features of landscape or wildlife importance;**
- (g) planting and landscaping to provide a setting for the development, assimilating it into the surrounding area;**
- (h) sustainable drainage for all surface water and foul drainage provision;**
- (i) a footpath link to the Erme Valley Path;**
- (j) financial contributions towards needs for physical, social or economic infrastructure arising from the development.**

Development will be subject to the conditions and agreements necessary to secure the above.

2. A site is safeguarded for the provision of a new primary school and community hall.

3. Within the Policy Area at Erme Mills shown on the Proposals Map, Inset WA18, changes of use resulting in the loss of employment land or premises from employment in Use Classes B1 (Business) and B2 (General Industrial) will not normally be permitted.

4. A comprehensive scheme of traffic calming is proposed in the village, including environmental improvements, and better car parking at the Square and Town Hill.

W12. Holbeton, Mothecombe, Ford & Battisborough Cross

The Parish of Holbeton

W12.1 Holbeton Parish lies to the west of the River Erme. Holbeton is the largest settlement within the parish, with three smaller settlements of Mothecombe, Ford and Battisborough Cross.

The Environment of the Parish

W12.2 The parish and its settlements lie almost entirely within the South Devon Area of Outstanding Natural Beauty (AONB), where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster social and economic well-being, provided that this will be compatible with the conservation of the area.

W12.3 Around half of the parish also lies within the Coastal Preservation Area, including the whole of Mothecombe and the southern part of Battisborough Cross.

Holbeton

The Village and Its Setting

W12.4 Holbeton is a particularly attractive village, made up principally of substantial stone or rendered terraces of cottages, focusing on the crossroads at the village heart. Nestling in a valley bowl west of the Erme, it has changed little over recent years. The coast and countryside of the parish are notable, and the banks of the Erme are lined with country estates, the most significant being Flete, of Saxon origins, and Mothecombe, first referred to in the early 13th century.

*See Inset
WA17*



W12.5 The village has a good range of community facilities, including a primary school, post office/stores, village hall and car park, and it is well placed in relation to Modbury. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations such as access, service constraints and the landscape. Within the Development Boundary only limited scope for development exists.

Environment and Conservation

W12.6 A very substantial part of Holbeton, principally the old estate cottages and buildings, is a Conservation Area. The tightly contained village streets, arranged in a clear crossroads configuration, and long tenements in the south-western part of the village, are especially interesting features of the village pattern.

Housing in the Village

W12.7 Between 1995 and 2001, 3 dwellings were completed within the village Development Boundary, and at April 2001 there were no further permissions for housing. The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Mothecombe

W12.8 Mothecombe is an extremely attractive small village located near the mouth of the Erme and overlooking the sea. Almost completely thatched, it has the character of an estate village. The village is a Conservation Area and the Flete Estate manage the village and surrounding countryside to a very high standard. All the village is in the AONB and Coastal Preservation Area.

*See Inset
WA22*



Ford

W12.9 Ford, to the north of Holbeton, is a quiet small and attractive hamlet which is a Conservation Area. It comprises a number of thatched properties and clusters around the stone bridge over a stream that flows to the Erme. The hamlet has no community facilities and lies wholly within the AONB.

*See Inset
WA17*

Battisborough Cross

W12.10 Battisborough Cross is a small crossroads hamlet lying wholly within the AONB. It is located in an elevated position and its southern part lies within the Coastal Preservation Area. Although the hamlet has a small number of community facilities, the Council considers that there is no scope for development without detriment to its prominent landscape setting.

*See Proposals
Map*

CONTENTS

W13. Kingston

The Village and Its Setting



W13.1 Kingston is a pleasant village with the quiet atmosphere of a typical rural community.

*See Inset
WA21*

The village has some community facilities, including a village hall and a public house although primary school children generally travel to Modbury which also provides a fair range of other services. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and service provision. Within the Development Boundary only limited scope for development exists.

W13.2 Kingston lies entirely within the South Devon Area of Outstanding Natural Beauty (AONB) where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster social and economic well-being provided that this will be compatible with the conservation of the area. The village is also flanked to the south by the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive coastal landscape.

Environment and Conservation

W13.3 There are two separate Conservation Areas, one around the old village heart and the other on the approach to the village around Torr Farm and Trebles Cottage.

W13.4 An area, to the south of the cottages known as Morgan's Row, is a valuable amenity not only for those cottages but also for the village as a whole. Its development would have a detrimental affect on the privacy and setting of the nearby older properties and on the character of the village.

Housing in the Village

W13.5 Between 1995 and 2001, 9 new dwellings were completed within the village Development Boundary and at April 2001 there were no further permissions for housing. The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

W13.6 IM22: KINGSTON

The open area to the south of Morgan's Row, shown as a Policy Area on the Proposals Map, Inset WA21, should remain undeveloped in order to retain its open appearance and maintain the contribution it makes to the visual character of the area.

W14. Lee Mill, Sparkwell & Hemerdon

The Parish of Sparkwell

W14.1 The parish of Sparkwell contains the villages of Lee Mill and Sparkwell together with the hamlet of Hemerdon. Adjacent to the Plymouth boundary and intersected by the A38, this parish contains the largest employment estate in the district at Langage. Parts of the parish lie within an Area of Great Landscape Value. There are two Mineral Consultation Areas within the parish, at Hemerdon mine and the New England Quarry located to the south of the A38.

Hemerdon Mine

W14.2 The principle of tungsten mining at Hemerdon was approved by the County Council subject to stringent conditions governing the development and operation of the mine, in June 1986 following a major public inquiry. Since this date a start has been made on the access road approved as part of the permission which keeps the whole permission alive. However, the world price of tungsten has precluded economic working of the deposit. The Council will pursue appropriate and sufficient safeguards to minimise the impact of the mine.

Golf Course at Boringdon

W14.3 The need for further golf course provision on the fringe of Plymouth has been recognised over some years.

W14.4 This Council accepts the principle of a golf course being provided in the Boringdon area. The course would straddle the boundary with Plymouth, and the Plymouth Local Plan contains a proposal for the golf course within defined limits. The precise limits of the course within the South Hams are more difficult to define since there would be no built-up "edge" to the golf course, and this plan does not therefore make a specific proposal for a golf course at Boringdon. However, in 1997 detailed planning permission was granted for a golf course with approximately two thirds of the course area within the limits of the Plymouth City boundary and one third in South Hams.

Lee Mill



The Village and its Setting

W14.5 Lee Mill is a village lying several miles east of Plymouth alongside the busy A38 dual carriageway. The village is dominated by the adjoining Lee Mill Industrial Estate, which lies in Ermington parish, and traffic approaching Lee Mill from the west has to pass through the village to reach the estate. This strongly detracts from the attractiveness of Lee Mill but there is scope for general improvement to the village.

*See Inset
WAZ*

W14.6 The village has a limited range of community facilities including a post office and church, although primary schoolchildren generally travel to Ivybridge which also provides a wide range of other services. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as service provision. Within the Development Boundary only limited scope for development exists.

Environment and Conservation

W14.7 The village suffers as a result of traffic on the adjacent A38 Devon Expressway and from heavy traffic to the industrial estate. Local environmental improvements across most of the village could help to reduce these effects and could include improvements to properties, boundaries and pavements and tree planting. Tree planting could also help to screen the village from the A38 and the Abbott's Island service area and lorry park. The Council will seek the co-operation of the Highways Agency, Devon County Council, the Parish Council, landowners and other interests in securing such improvements whenever the opportunity arises.

Housing in the Village

W14.8 Between 1995 and 2001, 40 dwellings were completed within the village Development Boundary and at April 2001 there were no further permissions for housing. The low cost housing at Bottle Park has helped to meet some of the local housing needs. The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

W14.9 The village is one of those where housing is proposed to help meet the wider housing needs of the area. It is a village with a reasonable level of existing facilities where a sustainable site has been identified for development, and which can at the same time contribute towards meeting other local community needs.

North of the Village Centre

W14.10 A site of 2.2 hectares located to the north of Lee Mill is proposed for housing development, a new community hall and a play area. The site is a field of rough grazing land that climbs steeply from the Erme valley. A play area currently occupies the south eastern corner of the site and a public footpath crosses the site. The play area will be relocated in a larger space related to a new community hall as part of the proposal and the public footpath will need to be diverted. Development at Lee Mill will contribute towards helping to meet the needs of the Plymouth Sub Region in accordance with the Devon Structure Plan.

W14.11 The site should be developed for housing in a comprehensive manner, to a medium to high density, with a variety of house types. It will accommodate about 50 dwellings and the plan will require that two thirds of the houses are affordable and that half of these should be rented accommodation managed by a Registered Social Landlord or similar. The development should also incorporate sustainable drainage systems to safeguard water quality and minimise the risk of flooding. Development must comply with the Council's approved Concept Statement for the site together with other relevant Council approved Supplementary Planning Guidance (SPG).

Other Matters

A38 - Relocation of Slip Road at Lee Mill

W14.12 There is considerable local concern about the problems caused by the volume of eastbound traffic passing through the village

to get to the Lee Mill Industrial Estate, Tesco superstore and tips south of the A38. Local residents are also concerned about the movement of Heavy Goods Vehicles (HGVs) through the village. The Council believes that the current highway situation in Lee Mill is unsatisfactory and believes that action is required to tackle the problem. Measures have already been taken to reduce the impact of traffic and HGV's in the village through traffic calming and reduced speed limits. The Local Transport Plans for the area currently contain no further proposals related to this matter.

The Lee Mill Employment Estate

W14.13 Lee Mill Industrial Estate lies to the west of Ivybridge and adjacent to the A38.

The majority of the Estate is now complete. The Council has undertaken and is continuing to undertake a programme of landscaping work throughout the Estate and new development, particularly in the eastward extension, where the design and landscaping is of a higher standard.

W14.14 The Council believes that any further expansion of the Industrial Estate beyond its existing boundaries would involve considerable cost to the environment and character of the surrounding area and that better sites exist elsewhere to meet strategic and local needs. No extension is therefore proposed to the Estate. It is particularly important that the open countryside, between Ivybridge and the Industrial Estate, remains undeveloped.

W14.15 IM23: LEE MILL

- 1. A site of 2.2 hectares to the north of Lee Mill, shown on the Proposals Map, Inset WA3, is proposed for housing development. Any development should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site. Development will be required to include and provide for the following:**
 - (a) a high quality of design in every element of the development to reflect and respect local distinctiveness and create a sense of place and local identity;**
 - (b) housing at medium to high density and up to a total of 50 units; two thirds of which shall be affordable houses to meet local needs, 50% of which should be rented accommodation managed by a Registered Social Landlord or similar;**
 - (c) safe and convenient pedestrian, cycle and vehicular access;**
 - (d) protection of existing important hedgerows and trees and features of landscape or wildlife importance;**
 - (e) planting and landscaping to provide a setting for the development, assimilating it into the surrounding countryside, providing a natural edge to the development;**
 - (f) Sustainable drainage for all surface water and foul drainage provision;**
 - (g) a site for and financial contribution towards the development of a new community hall;**
 - (h) a public car park;**
 - (i) a public open space incorporating an equipped children's play area and a financial contribution from the developer to meet the revenue costs of maintaining this for at least 10 years;**
 - (j) a financial contribution to education provision and any needs for physical, social or economic infrastructure arising from the development.**

Development will be subject to the conditions and agreements necessary to secure the above.

- 2. The Council will seek to secure environmental improvements, particularly tree planting to help screen the village from the A38 Devon Expressway, in association with adjacent development proposals or whenever the opportunity arises.**

Sparkwell

The Village and its Setting

W14.16 Sparkwell is a pleasant village set amidst attractive countryside on the southern slopes of the moor. It lies close to the western edge of Plymouth. It has many attractive stone cottages clustered around the crossroads, school and church. The woods to the south and east of the village are attractive and vital to its setting.

*See Inset
WA26*

W14.17 The village has a good range of community facilities including a primary school, a new school/community playing field and an excellent village hall, built through local initiative. The nearest Area Centre is Ivybridge, providing a wide range of further support services and facilities. The village is also within comparatively easy reach of Plymouth and its facilities. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and service constraints. Within the Development Boundary only limited scope for development exists.

W14.18 The landscape setting of the village is important and both Sparkwell and the surrounding countryside are blanketed by an Area of Great Landscape Value.

Housing in the Village

W14.19 Between 1995 and 2001, 6 dwellings were completed within the Development Boundary and at April 2001 planning permission existed for a further 3 units, of which 2 were already under construction. During the 1990's, Seaton Orchard to the south of the village playing field was developed by a Housing Association, providing 24 units for local needs.

W14.20 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Hemerdon

W14.21 Hemerdon is a small hamlet on an elevated site overlooking Plymouth. Despite its proximity to Plymouth it retains a strong rural character and identity. The character of the settlement is a loose grouping of cottages and farmsteads. A new community hall has recently been built in Hemerdon but there are no other community facilities. There is no Development Boundary identified for the hamlet due to the lack of community facilities identified above.

*See Proposals
Map*

W15. Lee Moor and Wotter

The Parish of Shaugh Prior

W15.1 Approximately half of Shaugh Prior parish lies within Dartmoor where planning and development is the responsibility of the National Park Authority. Lee Moor and Wotter are small villages which lie within the South Hams part of Shaugh Prior parish, located in elevated and exposed positions on the edge of the moor.

Mineral Consultation Area

W15.2 The villages are surrounded by a Mineral Consultation Area (MCA). This MCA safeguards the mineral resources found in this area from any form of surface development which could prejudice their exploitation at some future date. Within this area, china clay working has gradually increased with the development of better mining equipment. For further information on Mineral Consultation Areas see Part 1 of the plan.

The Villages and their Setting

W15.3 Lee Moor and Wotter are small villages located in elevated and exposed positions on the edge of the moor. Both villages can be seen for many miles. Their physical, social and economic fabric are closely linked to the china clay industry. Both villages have a character typical of upland mining villages.

W15.4 Lee Moor has a good range of community facilities including a general store, playing fields and a village hall. The china clay company Imerys has helped provide many of the village's facilities. Wotter has limited facilities with only a part time post office and a doctor's surgery. Primary schoolchildren from both villages mainly travel to Shaugh Prior. The nearest Area Centre is Ivybridge although Plymouth and its facilities are within comparatively easy reach. Development Boundaries have been drawn around both villages within which development is normally acceptable. This has been based on a careful assessment of the character and setting of each village together with other important considerations, such as access and service constraints. Within the Development Boundaries only limited scope for development exists.

*See Insets
WA23 & WA24*

Environment and Conservation

W15.5 The area of open moorland within Lee Moor is very much part of its character and integral to the layout of the village. It will therefore be protected from development.

W15.6 Imerys has undertaken much excellent landscaping work around both villages, which will enhance their setting in future years. The District Council welcomes the landscaping works which have been carried out by the company.

Housing in the Villages

W15.7 No dwellings were completed within the village Development Boundaries between 1995 and 2001. At April 2001 planning permission existed for 4 dwellings in Lee Moor and 3 dwellings in Wotter. The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

W15.8 A small area of shacks, garages and outbuildings in the centre of Lee Moor is in need of improvement to its appearance. The site could be partly developed to include a scheme of tidying, landscaping and tree planting.

Footpath Link between Lee Moor and Wotter

W15.9 Local residents have expressed support for improved footpath links between Lee Moor and Wotter. The Council will support the provision of such a roadside path and will seek the co-operation of the County Council, Parish Council, landowners and other interests in detailing and implementing a scheme. However, there is currently no such scheme within the Devon Local Transport Plan (LTP) programme.

W15.10 IM24: LEE MOOR

1. The open area of moorland within Lee Moor shown as Policy Area 1 on the Proposals Map, Inset WA23, should be retained as open space in order to maintain the contribution it makes to the visual character of the area.
2. Any development of the site shown as Policy Area 2 on the Proposals Map, Inset WA23, in the centre of Lee Moor will be required to provide for environmental improvements including landscaping and tree planting.
3. A footpath link between Lee Moor and Wotter is proposed and the Council will press for its inclusion in the Devon Local Transport Plan programme.



W16. Lutton and Yondertown

The Parish of Cornwood

W16.1 A substantial proportion of Cornwood parish lies within the South Hams part of Dartmoor National Park where planning and development is the responsibility of the National Park Authority. Lutton and Yondertown are situated within that part of Cornwood parish which lies outside the National Park.

Lutton and Yondertown

The Villages and their Setting

W16.2 Lutton and Yondertown lie just to the south west of Cornwood village on the edge of Dartmoor in attractive countryside. They effectively form a single community on the edge of the moor and have very close links with nearby Cornwood.

*See Inset
WA25*

W16.3 There are a limited number of community facilities in Lutton and Yondertown, apart from a public house and a chapel. A Development Boundary is shown for Lutton where limited scope for development exists but this does not extend to include Yondertown. The Development Boundary is based on careful assessment of the character and setting of Lutton together with other important considerations, such as access and service provision.

W16.4 Lutton, Yondertown and the surrounding countryside lie within an Area of Great Landscape Value.



Environment and Conservation

W16.5 A small area of open countryside remains between the two settlements. This forms an important division between existing development and contributes to their character and appearance. In recognition of the importance of this area it is excluded from the Development Boundary.

Housing in the Villages

W16.6 Between 1995 and 2001, 1 dwelling was completed within the Development Boundary and at April 2001 planning permission existed for a further 4 dwellings which were already under construction. The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Car Park

W16.7 There is a need to provide for off-street car parking in Lutton although no site has been identified for this use. However, the Council will support any well organised local initiative to provide suitable facilities.

W17. Newton Ferrers & Noss Mayo

The Villages and Their Setting

W17.1 Newton Ferrers and Noss Mayo make a striking scene, facing one another from the steep, wooded slopes flanking a tidal creek of the Yealm estuary. Each village has its own character, Newton Ferrers being dominated by large detached properties set in attractive gardens, whilst Noss Mayo is of a more compact character. The ancient 14th century parish church lies one and a half miles to the south-east, a hilltop landmark and now ruined.

*See Inset
WA27*

W17.2 Together the villages support a good range of community facilities, including a village hall, and a primary school and post office. The villages are also in comparatively easy reach of Plymouth and its facilities. Development Boundaries have been drawn tightly around the villages within which development is normally acceptable. These have been based on a careful assessment of the character and setting of the villages together with other important considerations, such as access and service provision. Within the Development Boundaries only limited scope for development exists.

W17.3 The landscape setting of Newton Ferrers and Noss Mayo is especially important. Both villages lie wholly within the

South Devon Area of Outstanding Natural Beauty where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster social and economic well-being provided that this will be compatible with the conservation of the area. They are also almost completely surrounded by the Coastal Preservation Area. Any development proposals in the villages should most carefully respect this sensitive coastal landscape.

Environment and Conservation

W17.4 The historic core of each village is a Conservation Area. At Newton Ferrers this embraces Riverside Road, characterised by tightly-knit terraces of cottages facing across the street to small gardens which run down to the creekside. Similarly at Noss Mayo the Conservation Area hugs the edge of Noss Creek. Many woodlands surrounding the villages are especially significant to their attractive setting.

W17.5 The closely developed and sensitive physical fabric of these Policy Areas, combined with the narrowness and other limiting characteristics of the streets, require that development should be restricted in the interest of protecting their character and that of their immediate surroundings.

W17.6 A development brief has been prepared for the Newton Ferrers Primary School site in Newton Hill in anticipation of the disposal of the site by Devon County Council. The existing school site will become redundant to education requirements once the new primary school at the Parsonage Road site has been built. The brief has been prepared in recognition of the importance of this site in the centre of Newton Ferrers and its sensitivity lying on the edge of the village Conservation Area. Any proposals for the site will be favourably considered once provision of the new school is assured, providing they accord with the development brief and retain the character of the locality, especially the adjacent Conservation Area and do not increase the number of vehicles in Policy Area 2.

W17.7 A large part of Newton Ferrers is characterised by large properties set in their own grounds. These areas extending over much of Newton Ferrers are an attractive feature of the village and the estuary. Their low density of development should be maintained and no damage caused to their mature landscape. However, some development may be acceptable providing it does not adversely affect the area's character, density or landscape.

W17.8 The area at the head of Noss Creek at Noss Mayo is currently used for car parking and boat storage. Its appearance could be improved by rationalising car parking and improving the surface in sympathy with the Conservation Area. Some minor resurfacing works have already been carried out in conjunction with the Parish Council. The improvement area should extend to include the toilet block and shelter at this location.

Housing in the Villages

W17.9 Between 1995 and 2001, 22 dwellings were completed within the villages' Development Boundaries, and at April 2001 planning permission existed for a further 6, of which 4 were already under construction. The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).



Employment

W17.10 An area at Parsonage Road is considered valuable as an employment resource in the community. It is important that this area is retained for employment uses of an appropriate type and scale.

New School

W17.11 Planning permission has been granted for a new primary school at Parsonage Road, Newton Ferrers but development work has not yet commenced.

W17.12 IM25: NEWTON FERRERS AND NOSS MAYO

1. Development which would significantly alter the density of buildings or damage the landscape and character of Policy Area 1 on the Proposals Map, Inset WA27, will not be permitted.
2. Development which would damage the character of, or increase the number of vehicles in, Policy Areas 2 and 3 on the Proposals Map, Inset WA27, will not be permitted.
3. Within Policy Area 4 at Parsonage Road, Newton Ferrers, shown on the Proposals Map, Inset WA27, changes of use resulting in loss of land or premises from employment use will not be permitted.
4. An environmental improvement scheme is proposed at the head of Noss Creek, Noss Mayo and is shown on the Proposals Map, Inset WA27.
5. A site at Newton Ferrers, shown on the Proposals Map, Inset WA27, is safeguarded for a new primary school.

W18. Ringmore & Challaborough

Ringmore

The Village and Its Setting

W18.1 Ringmore is an extremely attractive village, sheltering at the head of a small steep-sided valley. Many thatched properties of 16th to 18th century date give the village a special charm of its own.

*See Inset
WA14*

W18.2 The village has few facilities, there is a public house and two small halls. Unfortunately, the village no longer has a post office or shop. Primary school children generally travel to nearby Modbury. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access, service provision and the landscape. Within the Development Boundary only limited scope for development exists.

W18.3 The village lies entirely within the South Devon Area of Outstanding Natural Beauty (AONB) where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster social and economic well-being provided that this will be compatible with the conservation of the area. It is also closely skirted on all sides by the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive coastal landscape.



Environment and Conservation

W18.4 The attractiveness and charm of the village are reflected by the inclusion of most of it in a Conservation Area. Centred on the old village heart at the valley bottom, the Conservation Area also includes clusters of cottages around the church and Cross Manor.

W18.5 An elevated area of open paddocks and gardens north of Cross Manor is an important element of the village fabric. Its development would mar the general appearance of the Conservation Area, and spoil views upon entering the village.

W18.6 The Journeys End Inn car park at the eastern approach to the village would benefit from resurfacing, tidying and general environmental improvement. Such environmental improvements will be required in association with any development proposals for the site.

W18.7 The lanes through the village are tortuous but contribute positively to the overall character of the settlement. Some traffic calming measures have been undertaken outside the village, but further sensitive measures would help improve the safety of these approach lanes.

Housing in the Village

W18.8 Between 1995 and 2001 6 dwellings were completed within the village Development Boundary and at April 2001 there were no further permissions for housing. To allow infill development within the village heart would be extremely damaging to the Conservation Area and the Policy Area designations which seek to prevent this from happening.

W18.9 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

W18.10 IM26: RINGMORE

1. The open area north of Cross Manor, shown as a Policy Area on the Proposals Map, Inset WA14, should be retained and protected as open space in order to maintain the contribution it makes to the visual character of the area.
2. Environmental improvements are needed at the Journeys End Inn car park and will be required in association with any development proposals there.

CHALLABOROUGH

W18.11 Challaborough occupies a coastal valley site just to the north west of Bigbury-on-Sea and about a mile south of Ringmore. The area is dominated by holiday chalets and caravans and has no community facilities apart from a small shop. Challaborough lies entirely in the South Devon AONB and the Coastal Preservation Area where the conservation and enhancement of the landscape will receive priority. There is no scope for a Development Boundary.

*See Inset
WA15*

W18.12 Challaborough has a substantial and detrimental visual impact on this stretch of attractive coastline. Currently, the whole area is unkempt, especially on the seafront. A major and comprehensive scheme of improvements is required, although even small improvements could help to reduce the visual impact of the development. The Council will promote a scheme of extensive environmental improvements and will require that any development proposals contribute towards its achievement. Any proposals must respect the sensitivity of this coastal location and if redevelopment takes place it should be set back from the beach area and landscaped and screened accordingly. Landscaping measures and tree planting would significantly improve the site, and the seafront would additionally benefit from the rationalisation of car parking arrangements. The Council's Coast and Countryside Service has a central role to play in promoting and co-ordinating any work at this site. The Council will seek the co-operation of the County Council, Parish Council, landowners and other interests in detailing and implementing a scheme.

W18.13 **IM27: CHALLABOROUGH**

A scheme of extensive environmental improvements will be promoted at Challaborough, shown as a Policy Area on the Proposals Map, Inset WA15 and any development proposals there will be required to contribute towards its achievement.

W19. Ugborough & Wrangaton

UGBOROUGH

The Village and its Setting

W19.1 Ugborough is a large but compact village which lies just south of the A38 and to the east of Ivybridge. The village is built around a large open square, which is dominated by its fine Parish Church of St. Peter at the southern end. Ugborough is an active, working community, having close ties with nearby Bittaford.

*See Inset
WA19*

W19.2 The village has a good range of community facilities, with a school, village hall, shops and public houses. The nearest Area Centre is Ivybridge, providing a wide range of further support services and facilities. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and service provision. Within the Development Boundary only limited scope for development exists.

W19.3 The landscape setting of Ugborough is important. Land to the south and west of the village lies within an Area of Great Landscape Value. The wood at Ugborough House, to the south of the village, is important to Ugborough's landscape.



Environment and Conservation

W19.4 Much of the historic core of Ugborough centred around The Square is a Conservation Area. This also extends to include the visually prominent hillside to the south of the village, in recognition of its great visual and landscape importance to the setting of the Conservation Area.

Housing in the Village

W19.5 Between 1995 and 2001, 8 dwellings were completed within the village Development Boundary and at April 2001 planning permission existed for 1 further dwelling. A site for 8 affordable houses to meet local needs is currently being progressed in neighbouring Bittaford (covered by the Dartmoor National Park Plan). This site is likely to meet most of the local housing needs of the area during the plan period. However, the Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Open Space Provision

W19.6 The Community Appraisal for the village highlighted the need for a public open space including a children's play area. It is possible that this could be provided through the shared use of school facilities.

Wrangaton

W19.7 The Council is keen to promote appropriate job and business opportunities in and near villages as a contribution to the wider needs of the area. The Council has previously examined a variety of sites in the search for new employment land in this area and the results of this search have shown that there is scope for employment development at Wrangaton.

*See Inset
WA4*

W19.8 A small 1.5 hectares site was identified immediately adjacent to the western boundary of the former MoD Victualling Depot and Stores in the 1991 Consultation Draft Plan and the site was subsequently granted outline planning permission for employment use. This planning permission has now lapsed. The site is therefore included in this Plan as an employment land proposal of 1.5 hectares for B1 (Business) and/or B2 (General Industrial Use). Its development should be small scale and carefully designed to fit in with the character of the surrounding rural area and must comply with the Council's approved Concept Statement for the site.

W19.9 As a result of the defence costs study the MoD Victualling Depot and Stores closed in 1996. The site covers just over 4 hectares, and contains substantial buildings which have recently been refurbished. This site now has planning permission for change of use from B8 (Storage and Distribution) to include B1 (Business) and or B2 (General Industrial) and further contributes to the employment needs of the sub-region.

W19.10 A further small employment site of 1.4 hectares to the east of the former MOD Victualling Depot and Stores is proposed in the plan for Use Classes B1 (Business) and/or B2 (General Industrial). This should be small-scale and should comply with the Council's approved Concept Statement for the site.

W19.11 The above sites have the benefit of being largely away from housing and are both well screened and mostly level or gently sloping. Access to the sites is good off the B3213 and A38 Wrangaton Junction (westbound) although a new eastbound access off the A38 at Wrangaton would further enhance their potential. Trees and woodland in and around the sites should be retained and improved as part of any development proposals.

W19.12 The Council will seek to ensure that any development is of a high standard and should be consistent with the Council's approved Concept Statement for the above sites. Landscaping will be of critical importance and must be provided on the scale shown in this statement.

W19.13 IM28: WRANGATON

The following sites shown on the Proposals Map, Inset WA4, are proposed for employment development in Use Classes B1 (Business) and or B2 (General Industrial) to help meet local employment needs:

- (a) a site of 1.5 hectares to the west of the Old Bittaford Depot and Stores;
- (b) a site of 1.4 hectares to the east of the Old Bittaford Depot and Stores;

Any development should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site.

Development will be required to include and provide the following:

- (i) a high quality of design in every element of the development;
- (ii) safe and convenient pedestrian and vehicular access, including for the disabled;
- (iii) protection of existing important hedgerows, trees and features of landscape or wildlife importance;
- (iv) planting and landscaping to provide a setting for the development, assimilating it into the surrounding countryside;
- (v) sustainable drainage for all surface water and foul drainage provision.

Development will be subject to the conditions and agreements necessary to secure the above.

W20. Wembury, Heybrook Bay & Down Thomas

The Parish of Wembury

W20.1 Wembury parish lies on the coast between Plymouth and the Yealm estuary. Wembury is the largest settlement within the parish, with two other settlements of Heybrook Bay and Down Thomas.

The Environment of the Parish

W20.2 The parish and its settlements, lie almost entirely within the South Devon Area of Outstanding Natural Beauty (AONB), where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster their social and economic well-being provided that this will be compatible with their conservation.

W20.3 A substantial part of the parish also lies within the Coastal Preservation Area (CPA). The area around Down Thomas (except that to the east), Wembury and Heybrook Bay lie wholly within the CPA. Any development proposals in the parish should most carefully respect this sensitive landscape.

HMS Cambridge

W20.4 HMS Cambridge occupies a prominent coastal location to the south east of Heybrook Bay. The site has been used for military purposes for many years but the MoD has recently announced its closure. The site has a substantial and detrimental visual impact on this stretch of attractive coastline. The entire site lies within the AONB and the CPA. Parts of the site are also covered by a designated Site of Special Scientific Interest (SSSI) and the seaward edge of the site is crossed by the South West coastal path. Any development proposals for this site must respect the sensitivity of this prominent coastal location and should not proceed until a Concept Statement has been prepared for the site and approved by the Council.



Wembury

The Village and its Setting

W20.5 Wembury lies on the coast, with the church of St. Werburgh in a prominent cliff top location just outside the village. It has grown considerably since the early 1960's, and now presents a largely suburban appearance. Nevertheless, the village street, running from Knighton down to West Wembury retains a more rural character, and Wembury House and its environs to the south-east are particularly attractive. The beach and coast around Wembury are at saturation point in summer and visitors should be managed. A Marine Interpretation Centre at Wembury provides a valuable interpretation facility for the public and allows the better management of visitors to the area, especially school parties.

*See Inset
WA28*

W20.6 The village has a good range of community facilities, including a primary school, a post office, and a well-appointed village hall and playing fields. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access, service provision and the landscape. Within the Development Boundary only limited scope for development exists. Any development proposals in the village should most carefully respect this sensitive coastal landscape.

Environment and Conservation

W20.7 The area around the bottom of Church Road (Policy Area 1) is characterised by large detached houses set in large gardens. This is an attractive feature of the village and an important aspect of the approach to the beach. The low density development in this area should be maintained and no damage caused to the mature landscape.

W20.8 Lower Mill Meadow lies at the bottom of the Churchwood Valley to the west of the village and is in a prominent position close to Wembury Beach. The lower area is interesting botanically with a stream and wetland flora. A car park area was constructed and minor environmental improvements carried out at the entrance to the site off Church Road (as part of the Wembury Marine Centre Scheme) during 1995.

W20.9 The land at the junction of Mewstone Avenue and Church Road (Policy Area 2) is untidy and unkempt. The site is in the centre of the old village and it is important for the appearance of the village that this area is not built on. It has potential to be a pleasant amenity area with seating. The District Council will support any initiatives by the Parish Council to lay out the area for open space. Therefore the area has been designated as a Policy Area which will prohibit any development on the site.

Housing in the Village

W20.10 Between 1995 and 2000, 38 dwellings were completed within the village Development Boundary of which 23 units were on one site at Knighton Farm. At April 2001 planning permission existed for a further 2 dwellings.

W20.11 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

W20.12 **IM29: WEMBURY**

1. Development which would significantly alter the density of buildings in, or damage the landscape and character of, Policy Area 1 at the bottom of Church Road, shown on the Proposals Map, Inset WA28, will not be permitted.
2. The open area at the junction of Mewstone Avenue and Church Road, shown as Policy Area 2 on the Proposals Map, Inset WA28, should be retained as open space in order to maintain the contribution it makes to the visual character of the area.

Heybrook Bay

The Village and its Setting

W20.13 Heybrook Bay sprawls across a coastal slope midway between Bovisand and Wembury and is predominantly suburban in character. The village looks to Plymouth as its nearest centre.

*See Inset
WA20*

W20.14 There are virtually no community facilities in the village, and it relies on Down Thomas for the nearest shop and hall. However, the village does have an inn and a hotel. Primary school children generally travel to Wembury. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access, service provision and landscape and ecological constraints. Within the Development Boundary only limited scope for development exists.

W20.15 Heybrook Bay lies entirely within the South Devon AONB. The village is also prominent to view from the sea, and is contained on all sides by the Coastal Preservation Area. The cliffs and shore on the coastal fringes of the village are also designated as a Site of Special Scientific Interest. Any development proposals in the village should most carefully respect this sensitive coastal landscape and ecology.

Environment and Conservation

W20.16 The area around Beach Road and Brookside Road is a focal point in the village and could be improved by signposting, seating, tidying-up and improvements to paths and drainage. This would be a good location to inform visitors of the importance of the area's natural history. The Council's Coast and Countryside Service has a central role to play in promoting and co-ordinating any work. The Council will seek the co-operation of the County Council, Parish Council, landowners and other interests in detailing and implementing a scheme.

Housing in the Village

W20.17 Between 1995 and 2001, 2 new dwellings were completed within the village Development Boundary and at April 2001 planning permission existed for 2 further dwellings. The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

W20.18 **IM30: HEYBROOK BAY**

Environmental improvements around Beach Road and Brookside Road are proposed as shown on the Proposals Map, Inset WA20.

DOWN THOMAS

The Village and its Setting

W20.19 Down Thomas is a small village in an open landscape, located along the busy lanes from nearby Plymouth to Bovisand and Heybrook Bay. It is an attractive village with a rugged character, occupying a windswept and exposed position.

*See Insets
WA16*

W20.20 Despite its small population, the village supports a post office and village hall, although primary school children generally travel to Wembury. A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful

assessment of the character and setting of the village together with other important considerations, such as service provision and the landscape. Within the Development Boundary only limited scope for development exists.

W20.21 Down Thomas lies entirely within the South Devon AONB. With the exception of its eastern boundary, the village is surrounded by the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive coastal landscape.

Environment and Conservation

W20.22 At the northern end of the village, the corner site located on the road to Bovisand is particularly prominent. It is elevated and surrounded on its northern

and eastern boundaries by retaining stone walls. Any development which might take place on this site should fully respect its prominent position.

Housing in the Village

W20.23 A number of dwellings in the village have formed through barn conversions. Between 1995 and 2001, 1 dwelling was completed within the village Development Boundary. At April 2001 planning permission existed for a further 8 dwellings of which 1 was under construction.

W20.24 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Appendix 1 - Structure Plan policies N1, N3, N4 and N5, dealing with New Communities

New Communities

Proposal N1

A new community should be provided for within South Hams District, within the Plymouth Area of Economic Activity as shown on the Key Diagram. The new community should include provision for at least 2,500 dwellings in the period up to 2011, associated employment land and a range of community and other associated facilities.

The new community should be located where it will:

1. be assimilated into the landscape of the area;
2. avoid, as far as possible, the use of significant areas of the best and most versatile agricultural land;
3. be well related to but separate from existing settlements;
4. be linked to Plymouth in the first phase of its development by an effective high capacity public transport system;
5. be accessible to the High Quality Road Network and the Local highway system;
6. avoid areas of known mineral deposits, and
7. be capable of accommodating further development beyond the current plan period.

Concept of New Community

Policy N3

The new communities provided for in Proposals N1 and N2 should be subject to an Environmental Impact Assessment and should be developed to secure the highest standards of design, and in such a way as to avoid pollution, minimise the use of resources and minimise waste. They must include provision for:

1. local community facilities, including primary and secondary education, shopping, cultural and health facilities, together with local employment opportunities;
2. a range of housing types, including a significant element of affordable housing;

3. a land use and transportation system that promotes pedestrian, cycle and public transport accessibility and minimises the need for travel by private car;
4. design features and layout of buildings that promotes energy conservation;
5. provision for public and private open space, structural landscaping and features that promote nature conservation;
6. all necessary physical infrastructure.

Implementation of New Community Proposals

Policy N4

The new communities provided for in Proposals N1 and N2 should be included as specific proposals within the District-wide Local Plans for South Hams and East Devon respectively, and should be:

1. developed in fully comprehensive way in accordance with an overall development scheme agreed with the appropriate Local Planning Authority;
2. developed in accordance with an agreed phasing programme, so as to ensure the early provision of community, infrastructure and other facilities as residential development progresses, and promote the self sufficiency of each phase of the development;
3. subject to specific agreements between the developer and the Local Planning Authority so as to ensure the provision of infrastructure, the full implementation of the development scheme and the phasing programme.

New Community Setting

Policy N5

Where new communities are proposed in accordance with Proposals N1 and N2, the appropriate District-wide Local Plans should include policies to protect the setting of those new communities within the landscape, ensure that they retain a separate identity and do not coalesce with existing settlements.

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Glossary of Terms

Term	Definition
Affordable Housing	Both low cost and social housing that will be available to people who cannot afford to compete for housing in the open market.
Agricultural Land Classification	A classification used by the Department of Environment, Food and Rural Affairs (DEFRA), Grade 1, 2 and 3A being the most versatile grades.
Allocations	Levels of development proposed for individual districts in structure plans.
Areas of Outstanding Natural Beauty (AONB)	Areas of attractive and unspoilt countryside designated under the National Parks and Access to the Countryside Act 1949.
Biodiversity	The range of plant and animal species present in an area.
Brownfield	Development sites that have been previously built upon.
Commitments	All land with current planning permission or proposed in local plans.
Conservation Area	Areas of special architectural or historic interest, designated under s69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Development	The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.
Development Plan	Structure plans and local plans prepared by Local Authorities as a framework for development and land use decisions in their area.
Greenfield	Land that has not been previously used for development, most often land last used for agriculture and located outside the existing built up area of a settlement.
Hectare	Equivalent to 2.471 acres.
Heritage coast	Stretches of undeveloped coast defined by the Countryside Agency as being of outstanding scenic value, with special management schemes.
Infrastructure	The facilities required to support development including utilities, transport, public transport, communication, schools, shopping and other community services.
Light Rapid Transit	Fast modern transport system running on rails or concrete guideways, often using cars coupled together.
Local Needs Housing	Housing developments specifically reserved for people already associated with the locality, either by residence or work place.
Local Plan	Plan for a local area, setting out detailed policies and specific proposals for the development and use of land.
Low Cost Housing	Housing which can be made available at a low cost or below normal market value for purchase or rent.
Mineral Consultation Area	An area containing important mineral deposits which is safeguarded from inappropriate development.
Mixed Use Development	Developments that include a mixture of more than one land use.
National Nature Reserve	Sites of national importance declared under s19 of the National Parks and Access to the Countryside Act 1949 or s35 of the Wildlife and Countryside Act 1981.
National Park	Countryside selected for its natural beauty and the opportunities afforded for open air recreation, designated under the National Parks and Access to the Countryside Act 1949.
Plymouth Area of Economic Activity	The area of South West Devon which focuses on Plymouth as its centre for employment and commerce. This includes the western part of South Hams.
PPG	Planning policy guidance note issued by government which sets out national planning policy contexts for Local Authorities to take into account in their planning work.
SAC	Special Areas of Conservation under the EU directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (the Habitats directive).
SPA	Special Protection Area designated under the EC directive on the Conservation of Wild Birds.
SSSI	Sites of Special Scientific Interest designated under the Wildlife and Countryside Act 1981, designated to protect geological or wildlife features.
Structure Plan	Strategic plan, usually for a county area, setting the broad planning context which local plans must interpret in detail.
Sustainability	In its widest sense - to ensure that the decisions reached now do not prejudice the ability of future generations to enjoy an acceptable quality of life.
Sustainability Appraisal	Ensures that the sustainability implications of development plan policies and proposals are fully taken into account.
Sustainable Development	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs (World Commission on Environment and Development 1987 - the Brundtland Commission).
Telecommunication Services	Communication services provided by cable, microwave and satellites producing radio, television and telephone systems.
Windfall Sites	Development sites which have not been specifically identified in local plans.

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