

KINGSBRIDGE, WEST ALVINGTON and CHURCHSTOW

NEIGHBOURHOOD PLAN *2021 to 2034*



*REFERENDUM VERSION
September 2022*

Richard Benton

This Neighbourhood Plan is dedicated to our late Chairman, Richard Benton, who sadly passed away on Monday 17th May 2021.

We will miss his enthusiasm, total commitment, and passion in leading this project which we hope will help shape this beautiful area of South Devon for future generations.

He will be sadly missed by everyone who knew him, and our thoughts are of him and with his family as we progress the Plan to its conclusion.

Thank you Richard



Foreword

Those of us who volunteered in 2018 to join a Steering Group to help the three local parishes produce this Neighbourhood Plan did so because we felt great affection for the area in which we live, and were concerned for its future, whether we were born here or are one of the many who have chosen to live here because of its unique mixture of qualities.

West Alvington and Churchstow parishes are immediate neighbours of Kingsbridge town, and characteristic of the nineteen rural parishes which make up the Kingsbridge market town hub area identified by the District and County councils. They were keen to produce a Neighbourhood Plan and welcomed the offer to join the Steering Group and contribute to the shared voluntary resource, to achieve this substantial task. The group's work has confirmed the many shared issues and interdependencies that link the three areas and eased the task of assembling this complex document.

The beauty of our location combined with the relative remoteness from major transport links are the main reasons for the area having remained so attractive. But it is also clear that they present challenges to the plan area being able to sustain itself and its surrounding rural area economically. They were also a challenge to it remaining an all year round and broadly based community in the longer term. It is clear from our surveys that many residents especially value this last point.

This plan explores ways to help our area respond to the growing opportunities and challenges of the on-line world and to climate change issues, with minimum harm to the environment, in a sensitive and designated landscape, notably the South Devon Area of Outstanding Natural Beauty.

Fortunately, a significant number of residents and businesses took time to complete our household questionnaire and there is general consensus on the priorities for the plan. Whilst the Town Council and the two parish councils are sponsors of the process, and are directly involved, it is local people's views and aspirations which must drive this Plan.

Several local factors have confirmed the need to get the plan completed swiftly. The implications of the long-term and increasing affordable housing shortage, and transport and community infrastructure shortcomings, have started to impact on residents and commercial life more severely of late. Under national policy Neighbourhood Plans become an integral part of the local plan process and once adopted can influence and shape development. So now is the right time for our policies to inform land use, housing, infrastructure and community facilities for the next fourteen years and lay the foundations for the longer term. As evidence for this Plan a Housing Needs Assessment and an Economic Strategy Report were commissioned, this research and guidance is specific to our area and have strongly influenced our policies.

In consultation with the community the Steering Group has developed a vision for the plan area.

Overall Vision

The Plan sets out to celebrate and sustain the unique characteristics of the market town of Kingsbridge, and the distinct, separate villages of West Alvington and Churchstow, the estuary and beautiful rolling landscape they sit within. It aims to provide a development framework which will sustain a balanced community and a varied and vigorous local economy for the long term, for Kingsbridge town and the surrounding rural area it serves. It is built on the need to maintain a balance between protecting, enhancing the beautiful natural and the much valued historic environments, with encouraging modest, appropriate and achievable development. Development is only identified where necessary to ensure the current and future wellbeing of all sections of the resident community, local businesses and visitors.

In 2020 the community pressures resulting from the Covid 19 pandemic brought focus to the provision of health and community support services. In particular the housing needs of key workers, many of whom earn salaries at or below the regional average, have been thrown into stark relief. Policies to address these issues have been refined in the plan as a result.

This plan aims to set a framework for the types of development we generally support and will provide a clear guide for the local planning authority, private landowners and developers about what is required locally, and what plans might be supported. The policies are aimed at supporting the local authority and community organisations in safeguarding and developing desirable community buildings and transport facilities such as sports bases, public access to the water or safe cycle and footpaths. Other policies provide permanent protection to valued views, green spaces and historic parts of built up areas.

This document does not provide a magic answer to long standing development challenges in our community, but it has considerable potential to influence them for the good. I commend this plan to all readers and encourage those who are eligible to support its adoption to do so when the time comes to vote.

I must finish by thanking the many people who have had a hand in producing the plan, and especially the small core group who have put in so much work over a long period to make it happen.

Richard Benton,
Chair, Neighbourhood Plan Steering Group.
May 2021

Kingsbridge, West Alvington and Churchstow Neighbourhood Plan



'The Plan sets out to celebrate and sustain the unique characteristics of the market town of Kingsbridge, and the distinct, separate villages of West Alvington and Churchstow, the estuary and beautiful rolling landscape they sit within.'
Taken from the Plan Vision

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1. Introduction to the Neighbourhood Plan and a vision for the area

What this document is about, how it is structured and why?

- 1.1 Neighbourhood Plans, once passed at a local referendum, will form part of the local government land use planning system and help inform all future planning applications in our area. This plan identifies where building or physical services are needed, controls what development can take place, and influences what building developments should look like. It also identifies where natural and historic features affected by development should be protected, conserved and enhanced. The policies and supporting evidence are the core of this plan.
- 1.2 Readers must remember the land use focus of the plan. There are many other important aspects of local community life which fall outside the land use planning orbit and may be outside the scope of this plan.
- 1.3 Our plan area is part of a wider, relatively remote, rural area of south west Devon characterised by heavily protected and beautiful hilly countryside, estuary and coast but with poor road and transport communications by 21st century standards. South Hams District and Devon County Councils define Kingsbridge as the market town hub for the nineteen rural parishes which surround it and together make up a significant proportion of the South Devon Area of Outstanding Natural Beauty (AONB). Several other village parishes within this area and Salcombe town have already produced, or are in the process of producing, a Neighbourhood Plan.
- 1.4 Kingsbridge Town Council was keen to facilitate the production of a Neighbourhood Plan and offered to work with surrounding parishes which did not have a plan. West Alvington and Churchstow took up this offer and have similar characteristics and needs to many of the other 'hub group' parishes, so this grouping has been mutually beneficial. It has also allowed detailed consideration of important shared issues like safe cycle and footpath linkages between the villages and the town.
- 1.5 The process which was followed to gather the necessary data, consult local residents, businesses and community organisations is set out in detail in Section 2. The outcome from this enabled the Steering Group, with help from many others, to arrive at the shared vision which follows at the end of this introductory section. The policy objectives to make the vision a reality are set out in Section 3.
- 1.6 Section 4 of the document comprises the descriptive background and planning context for the geographical area covered by the plan, and the evidence which supports the rationale for the policies. The numbered subject themed sections in Part 5 provide the detailed rationale for the related policies. These are designed to help deliver the vision and themed objectives for our area.

1.7 This document has been written to reflect the needs of a wide readership. In its final form it becomes part of the statutory planning documentation used by professional planning officers and elected councillors to determine development decisions for our area. To help with the more technical language we have included a glossary and list of acronyms to help.



Figure 1 The Neighbourhood Plan Area

Initial analysis of local issues

1.8 In the early stages of the plan development steering group members and the community at large were invited to identify the issues and characteristics particular to the plan area. This analysis or SWOT (Strengths, Weaknesses, Opportunities and Threats) has been regularly updated through the community engagement process. The latest version is included below; -

Strengths-positive things about the area	Weaknesses-negative things about the area
<p>Attractive/idyllic setting of the town and villages The AONB Kingsbridge in Bloom-civic pride Safe environment Access to the estuary Access to the countryside Strong history and heritage Critical mass of population A real market town and hub Distinctive villages with their own identity Strong sense of community, support and friendly Good education standards Small schools Outstanding young people Many independent shops Good range of services (shops, health, education and leisure) Strong tourism industry</p>	<p>Lack of affordable homes Low average local salaries making most market housing unaffordable Younger residents caught in a high rental cost trap Empty and deteriorating premises Lacking identity (some say dull!) Ageing population Some residents apathetic and usually only reactive Working population lacks time to engage fully Limited jobs and career opportunities (especially for young people) Shortage of local higher skills training Poor transport network and remoteness from the strategic road and rail network; Rural isolation of young and old No hotel No community centre in Kingsbridge Declining street care Poor broadband</p>
Opportunities-for the future	Threats-to avoid
<p>Make area more Eco friendly Celebrate the town and villages' history Improve estuary and countryside access Use area around the leisure centre Reinvigorate Fore Street, develop underused floors Develop brownfield and under used sites, especially Lower Union Road Increase pedestrian access and make more pedestrian friendly More engagement and opportunities for young people Better facilities for the disabled and older people More community events/ cohesion Encourage small business, artisans and creative industries Promote digital coms to respond to rural isolation Make best use of local skills and experience Create new and safeguard existing community facilities More truly affordable homes for all ages and needs</p>	<p>Young people continue to leave Land and housing costs unaffordable Market housing completely unaffordable on local salaries Too high shop rental costs Independent traders leave Increasing second home ownership Over and uncontrolled development in some areas Encroachment on AONB Villages and town coalesce Inappropriate development not supported by the community Increasing traffic congestion and car use Loss of car parking Inaccessibility continues Increasing flooding Further deterioration of some historic buildings Light pollution in countryside Poor internet connections for homes and businesses</p>

1.9 The six themes of the Plan

1.9.1 The policies of this plan emerged principally from this SWOT analysis and an assessment of the aims and objectives for the plan area. The policies flow from and are informed by the vision, aims and objectives. These were presented in draft to the community and subsequently developed and adopted by the Neighbourhood Plan Steering Group.

1.9.2 As described in Section 2 in more detail, the vision emerged from a variety of sources including the outcomes of the earlier extensive community development project of 2003 as part of the Market and Coastal Towns Initiative (MCTI) and initial discussions with a cross section of local community organisations and individuals initiated by Kingsbridge Town Council in 2017. The six planning themes were then identified to provide a logical structure for the plan itself. Local residents' responses to the household questionnaire were used to gauge the priority order in which these themes are presented in the plan. In order of priority these themes are:

- The natural environment
- Affordable housing
- Business and the economy
- The built and historic environment
- Health, wellbeing and leisure
- Sustainable transport

1.9.3 There is a full analysis of the current situation for each of these theme areas, to underpin the relevant planning policies. The most pressing priorities are provision of genuinely affordable housing for purchase and for rent by local people, and smaller properties for older residents wanting to downsize. Also identified as needs are enhanced leisure provision for certain groups, especially 11 to 18 year olds, measures to help diversify the economy and local transport and road safety improvements. Protection of green spaces and heritage assets is also seen locally as a priority.



Kingsbridge, head of the estuary

1.10 Reinforcing Kingsbridge as a Market Town hub - a Vision for the future

1.10.1 In light of the Covid19 pandemic that we experienced in 2020/21, our vision included in the Foreword and the Plan's priorities were reviewed, and a vision statement added to reflect our latest challenges.

1.10.2 The pandemic has emphasised the relative remoteness of the area, increasing the need for a larger measure of local self-sufficiency. So, the key added factor is that there is now a pressing need for a robust and proactive strategy to sustain and develop Kingsbridge town and its resident community as the market town hub for the wider rural area. In particular, affordable housing for key workers, a more balanced labour market, transport infrastructure and service provision developments have become more urgent needs. The following definition was taken as starting point:

Definition of a Market Town

'a small town in the countryside, especially in Europe, that has a regular market and acts as a business centre for surrounding farms and villages'

Source; Cambridge Dictionary.



Kingsbridge at night

1.10.3 We have adopted the following vision statement for the town and parishes. This statement expands on the vision with a view to keeping Kingsbridge and the surrounding parishes fit for purpose in the post pandemic 21st century:

A Vision Statement for the Plan area

1. *The surrounding countryside, water and farmland are celebrated, protected and enhanced as the natural setting for the town and villages, a source of produce, recreation for all and biodiversity.*
2. *Development is supported where it helps sustain the settlements and enhances the area's historic and natural assets.*
3. *The town and surrounding villages are equally welcoming to residents and visitors, the principles of 'respect our unique natural environment, shop local and use local services' are communicated to all.*
4. *Healthy lifestyles are promoted with easy local access to recreation and health care for all ages and requirements.*
5. *There are locations for permanent and temporary seasonal markets that promote local produce and crafts. These should be flexibly planned and are complementary to local shops and businesses.*
6. *Local supply chains are encouraged and developed to serve the local markets and businesses.*
7. *A broad and balanced resident population by age and occupation is fostered to maintain the much valued, rounded and all-year-round resident community, which is also needed to sustain the capability of the town to provide services for the whole area. This is facilitated by pursuing a promotional strategy to encourage higher added value businesses based on higher level craft skills and intellectual property to locate in the town using access to superfast broadband, and thereby extending the range of salaries on offer locally.*
8. *Small/ micro businesses are encouraged, on employment sites, live work units or working from home.*
9. *Service businesses and infrastructure are developed to support efficiently the new and existing employment uses, for example supplies and servicing of materials, equipment and high quality IT and communications.*
10. *The town centre is re-imagined as retailing evolves; vacant retail units and other properties are redeveloped for employment, residential and community use without compromising the character and attractiveness of the place.*
11. *Provision of a range of affordable housing stock by size, tenure and price band is facilitated through partnerships between the local authorities, housing associations, a charitable community land trust and community minded landowners, brokered by the local authorities. An important aspect of this is to enable key workers to live locally rather than commute into the area.*
12. *Sustainable low carbon modes of transport are developed to interconnect the settlements and to link to transport, service and business hubs (Totnes, Plymouth, main line railway and A38) this can include safe cycle and walking routes, electric cars (with infrastructure), car shares and community buses. Where possible inward commuting by car should be reduced.*
13. *Future changes, whichever body proposes them, are supported locally through full engagement of the community. Community spirit and voluntary endeavour are supported and valued.*

1.10.4 Respecting Kingsbridge as a market town has always been an objective of this plan and in earlier strategies including the MCTI, past and current Development Plans. This aspiration and above vision statement must be fundamental and a cross cutting theme of the Plan. All policies will be tested and monitored against maintaining Kingsbridge as a successful market town for its wider hinterland. This cross cutting theme will be addressed in more detail in section 5.

1.11 A broader catchment area

A retail and leisure study by consultants PBA in 2016 prepared as evidence for the Development Plan and included as Appendix B11 emphasised the important market town role that Kingsbridge plays for its wider hinterland which relates to the Saltstone parishes. The principle that Kingsbridge has a wider economic and social hinterland was explored further in economic strategy research commissioned for this plan in November 2020 from JOHT Resources Ltd (Appendix A6) the report’s conclusions have informed the economic policies and cross cutting themes of the plan.

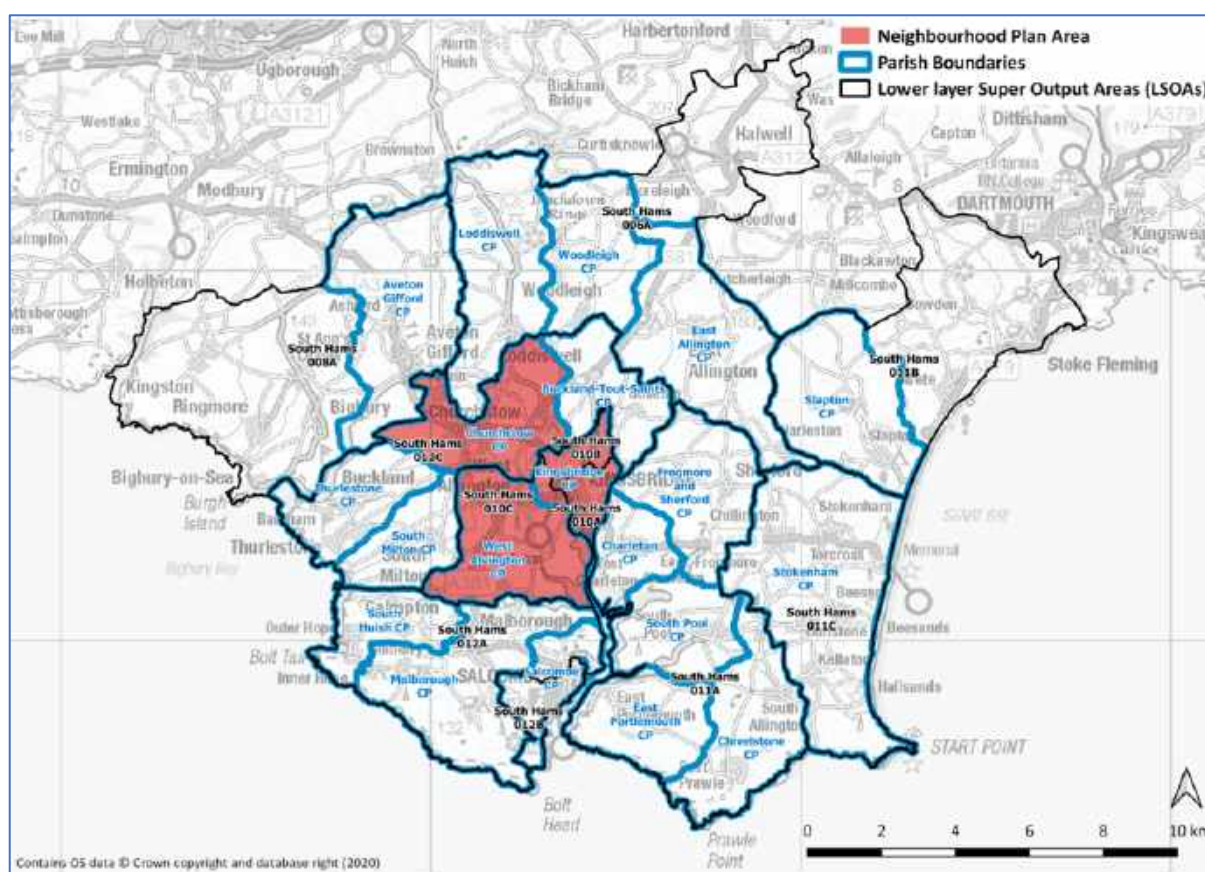


Figure 2 The Neighbourhood Plan area in red and the broader Saltstone Parishes catchment area lined in blue

2. Why we need a Neighbourhood Plan and how it has been prepared

2.1 What is a Neighbourhood Plan?

A Neighbourhood Plan (officially called a Neighbourhood Development Plan) is a way of helping local communities like Kingsbridge, West Alvington and Churchstow (KWAC) guide and influence the future development and growth of the area in which they live and work.

2.2 A Neighbourhood Development Plan can....

- Develop a shared vision for our neighbourhoods;
- Choose where new homes, shops, businesses and other development should be built;
- Identify and protect important local green spaces;
- Influence what new buildings should look like;
- Promote more development than is set out in the Joint Local Plan.

2.3 A Neighbourhood Development Plan cannot...

- Conflict with the strategic policies in the Joint Local Plan or Development Plan prepared by South Hams District Council;
- Be used to prevent development that is included in the Joint Local Plan;
- Be prepared by a body other than a parish or town council or a neighbourhood forum.

2.4 Statutory Planning Context

2.4.1 Neighbourhood Plans are required to be in general conformity with the National Planning Policy Framework (NPPF)2021 and the strategic policies of the Local Plan. The planning policies for the South Hams District are set out in the Joint Local Plan (JLP) for Plymouth and South West Devon. The JLP was adopted in March 2019. In addition the following documents helped to inform this Neighbourhood Plan:

- South Hams Local Development Framework Core Strategy (2006)
- South Hams Rural Areas Site Allocations Development Plan Document (DPD) 2011
- ‘Saved’ policies from the South Hams Local Plan (1996)
- Plymouth and South West Devon Supplementary Planning Document (SPD) 2020

2.4.2 The Neighbourhood Plan must also be in conformity with EU legislation extending beyond the 2020 transition period until such time as new legislation is introduced to withdraw or amend such legislation by the UK Government. Locality, the national agency that supports Neighbourhood Plans advises that the EU requirements

for strategic environmental assessment and habitat regulations (SEA and HRA) will continue to apply in the interim.

2.4.3 The Countryside and Rights of Way Act 2000 makes specific reference (s85) that Town and Parish Councils as public bodies must have regard to the statutory purpose of an AONB to conserve and enhance natural beauty. This obligation can be reinforced through their Neighbourhood Plans. The NPPF provides specific guidance for those preparing Neighbourhood Plans that include AONBs. This includes:

- the presence of AONBs can restrict development in order to help achieve sustainable development;
- 'great weight' should be given to conserving their landscape and scenic beauty;
- AONBs have the highest status of protection in relation to landscape and scenic beauty, equal to National Parks;
- the conservation of wildlife and cultural heritage is important in AONBs;
- Major development in AONBs should be refused unless it meets specific special tests.

2.4.4 In 2020 a JLP Supplementary Planning Guidance document was adopted by South Hams, West Devon and Plymouth Councils. It gives guidance on implementation of policies in the JLP. It also comments on how implementation of the JLP can play a role in supporting Climate Emergency and Biodiversity Emergency and actions towards low carbon solutions and carbon neutrality.

2.4.5 The Thriving Towns and Villages (TTV) approach set out in the Development Plan (JLP) is focused on achieving sustainable development and rural sustainability. Building self-sufficiency and resilience of the local employment market to meet local needs and attract new sectors and investment is seen as part of creating this strategic outcome, set out in Strategic Objective SO7, as is enhancing the links between the Main Towns and the surrounding countryside to support healthy communities. The highest levels of growth are targeted at the Main Towns, with a view to this enhancing their role as service centres as well as provide for their own growth. Specifically for Kingsbridge it sets out a spatial priority SP3 that include mixed use development to meet housing and employment needs, maintaining its retail offer and the integrity of the town centre, and sensitive regeneration of the central area and quayside, the latter further elaborated in Policy TTV10 inclusive of mixed uses e.g., employment and commercial, community uses and housing.

2.4.6 Separately, the JLP sets out its approach to economic development which is supportive of new and existing businesses and greater rural economic resilience. Policy DEV15 sets out where support for rural economy proposals would be relevant, including maintaining/expanding existing employment sites, supporting home working/business start-ups and improving internet connectivity.

2.4.7 SHDC does not have a current district-wide economic policy. It's most recent strategy publications relate to the Council's own assets and their management or use. SHDC has in 2020 taken steps to create a business engagement framework which would provide a structured approach to communication between the Council and local

businesses on economic development issues, support their effective representation within the Local Enterprise Partnership and Team Devon and facilitate the development of sector specific projects and support of economic strategies. In the absence of a current economic policy the NPG commissioned a research report by JOHT Resources (November 2020 Appendix A6) to inform the economic strategy for the plan area.

2.5 How the Plan was prepared

2.5.1 The idea to prepare a Neighbourhood Plan for Kingsbridge, West Alvington and Churchstow was first put forward in 2017. With support from the Town and Parish Councils and the community a steering group was formed, and a series of events and surveys were planned to identify the issues, consider proposals and policies to be incorporated in the plan. This plan has been prepared primarily by the community for the community and has only been possible with considerable volunteer support.

Neighbourhood Plan timeline

Date	Activity
December 2017	NP briefing by Devon Communities Together to the Town Council
January 2018	Initial meeting at Quay house and Neighbourhood Plan Group (NPG) formed
February 2018	First Steering Group Meeting and workshop on the issues and priorities
March 2018	Agreement to include Churchstow and West Alvington in the plan.
March 2018	Website created
September 2018	Preliminary survey of community issues issued
Nov. 2018	Neighbourhood Plan area designated
Feb/Mar 2019	Publicity including posters, flyers distributed around all parishes. Community questionnaire sent to all households
Feb 2019	Banner erected over Fore Street and around the town promoting engagement on the plan surveys
February 2019	Public meeting held at West Alvington Parish Hall
March 2019	Community consultation reported
February 2019	Local community invited to join Focus Groups to address key themes
March to June 2019	Focus groups working engaging the community on the issues, developing objectives and policy areas
July 2019	Focus Group plenary meeting to give feedback on findings
August 2019	Draft Vision prepared
October 2019	Draft outline for plan, themes and policy areas produced and issued for informal comment to SHDC and the community.
Oct 2019 to Jan 20	Mini exhibitions in Fore Street shop windows of draft issues, themes and opportunities.
September 2020	First draft of the plan produced and issued to the community and posted on the website.
October 2020	Socio-Economic Survey commissioned and reported to the Steering Group
Jan to April 2021	Engagement of landowners affected by the Plan
May to July 2021	Regulation 14 Pre-submission consultation
December 2021	Submission to SHDC for Regulation 15

2.5.2 The themes and the objectives of the Plan have been taken from the views and wishes expressed by the community. The policies and proposals of the Plan have been developed with the Neighbourhood Plan Group and focus groups; they support and help deliver these themes and objectives. To help refine the policies further consultation has been carried out with landowners, officers of South Hams District Council, and the South Devon AONB Unit.

2.6 Community Survey Responses

2.6.1 A summary of the responses are included in Appendix C1. The first survey of the community was completed on 9 March 2019. The process gathered comments from Kingsbridge, West Alvington and Churchstow residents. The data collection methods included an on-line form on the Plan's website, leaflets were mailed or distributed by hand to the majority of residential and business addresses in the town and villages. Members of the steering group engaged with local schools and clubs. All the questions were carefully worded to avoid leading questions on any particular topic or demographic. The questions asked were:

- What do you Love about the area?
- What are the Good things about the area?
- What would you change?
- Other topics do you want to raise?
- Any Good ideas?
- What is your Priority?

2.6.2 Each comment was analysed and recorded on a computer database categorised by the following most common themes with some comments falling into more than one theme:

- Natural Environment
- Housing and homes
- Business and Employment
- Built Environment
- Parking and transport
- Health and Wellbeing

2.6.3 Analysis of the comments under these themes formed the basis for setting up 6 Focus Groups to analyse the comments and propose the aims and objectives for the plan. Reports from these Focus Groups were consolidated and discussed by the Steering Group at a meeting in July 2019 which started drafting the outline plan.

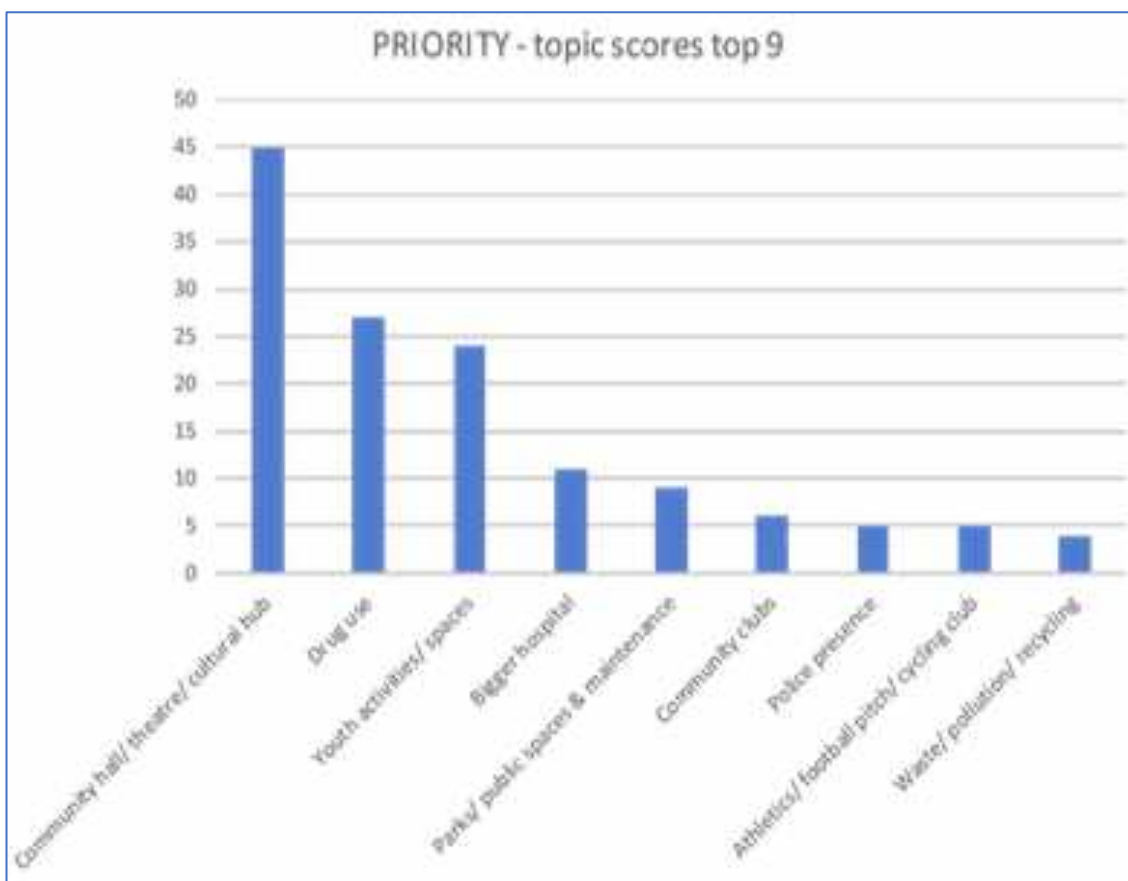
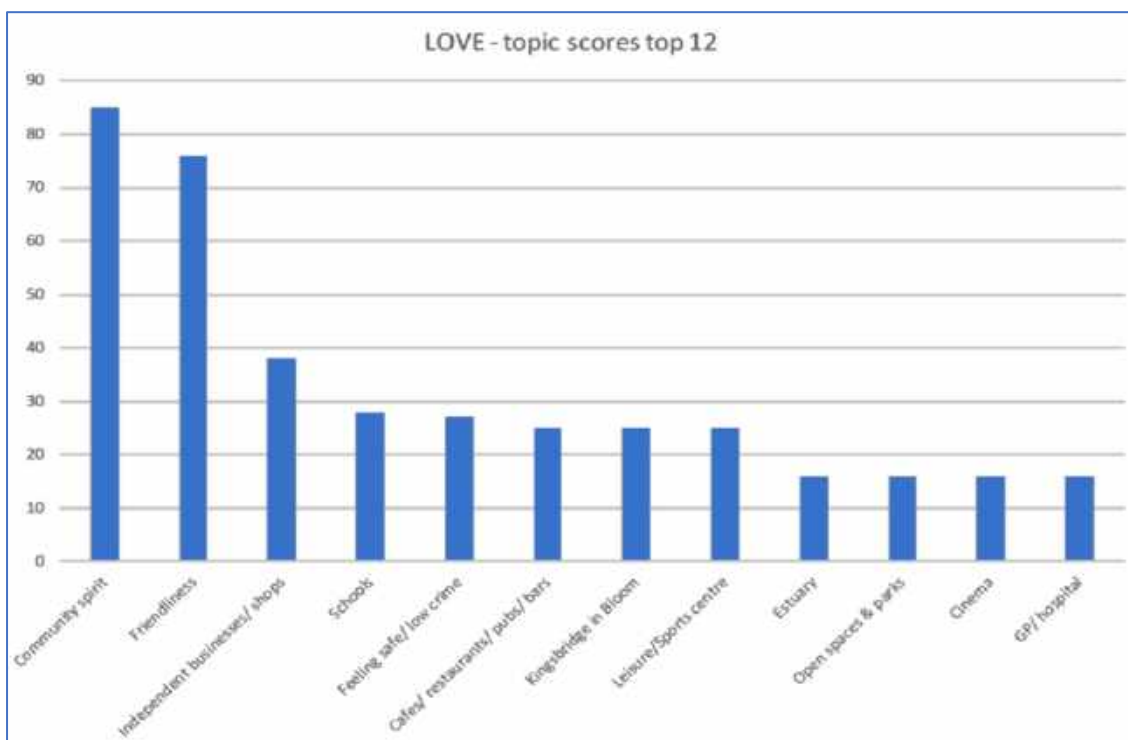


Figure 3 summary of community responses- What the community love about the plan area? and their priorities for change (March 2019)

2.6.4 The total number of responses to the first survey was 701; 566 from Kingsbridge, 56 from West Alvington and 79 from Churchstow. The age breakdown of respondents was:

Age range	No.	%
Less than 16	19	3
16-24	89	13
25-44	145	21
45-64	179	25
65+	247	35
Not declared	22	3

2.6.5 Over 40% of the respondents were retired. Young people and those in employment were initially poorly represented. This resulted in further initiatives with local schools, the DCC Family Advice team, Kingsbridge and Area Local Sports Forum and engagement of local businesses. Following such initiatives, a total of 5139 comments were received and categorised as:

Theme	No.	%
Housing	665	13
Built Environment	482	9
Health & Wellbeing	1619	31
Transport	801	16
Business & Economy	745	15
Natural Environment	827	16

The most popular issues covered are:

Issues	No.
Car parking issues	423
Local community issues	384
General Housing issues	360
Affordable Housing	289
Young people	275
Community issues	238
Fore Street/ high street	232
Drugs & substance abuse	156
Second homes	142
Community hall/ venue	134
Rent (business and housing)	124

2.6.6 The various focus groups analysed the issues raised and detailed responses, further research was instigated, and extra engagement held with the community or appropriate interest groups. In summary the key areas and messages covered:

Theme	Area and topic	Message
Built Environment	General points	<ul style="list-style-type: none"> • Potential development sites • Promote a local housing style • Settlement boundaries and avoid coalescence • Promote brownfield sites
	Fore Street, Kingsbridge	<ul style="list-style-type: none"> • High regard for this main shopping thoroughfare and the independent businesses that underpin it. • Frustration with the empty units and upper floors. • Need to protect and respect this historic core of the town, including the Conservation Area and Listed Buildings. • The retail offer to reflect the area demographics • Parking facilities to reflect the demand generated by residents, workers, and visitors.
	Quayside/town square, Kingsbridge	<ul style="list-style-type: none"> • Quayside has a key role to play in flood risk management and unsuitable for intensive development. • The continued importance as a principal car park for the town, albeit with some additional green spaces/planting, and some seasonal “pop-up” food and retail outlets. • Younger respondents unfavourably commented on the location and state of the skateboard park. • The poor location of the public WCs • The Quayside and Embankment opposite represent the “Jewel in the Crown” of the head of the estuary. • Objection to the proposed siting of a hotel adjacent to the Cattle Market car park.
	Lower Union Road, Kingsbridge	<ul style="list-style-type: none"> • A key brownfield site with potential for redevelopment and opening up adjacent land. • Contamination from past land uses, and fragmented land ownership possible negative factors. • Car Park capable of further development with addition of an upper deck.
	West Alvington and Churchstow	<ul style="list-style-type: none"> • Desire to maintain a clear physical separation from Kingsbridge, whilst contributing to the success of Kingsbridge as their business and recreation hub.
	Heritage Buildings	<ul style="list-style-type: none"> • Control development with a negative impact on them • Survey of heritage assets
Business, Employment & Economy		<ul style="list-style-type: none"> • Support for a wide range of independent shops and with the farmer’s market. • Pop-up shops and improving the appearance of Fore Street. • Move larger businesses out of town and use the space vacated for employment units and housing. • Employment key to improving the area long term (including keeping young people in the town, raise the average household income, decrease the number of commutes in and out of town)

		<ul style="list-style-type: none"> • Knowledge based businesses preferable, flexible office space, limited industrial development, reduction in business rates. • Support for sustainable farming. • Support for start-up businesses, cooperation with neighbouring parishes for land. • A link with a training provider / university. • Tourism necessary for the town's economy. • More leisure activities (specifically marine)
Health, Wellbeing & Leisure	Kingsbridge	<ul style="list-style-type: none"> • Community spirit, friendliness, feeling safe, community groups. • Diversity of Independent businesses, shops, food and drink. • The Estuary, Kingsbridge in Bloom, scenery, high quality natural environment. • Cinema and Leisure Centre highly valued. • Drugs, drinking, and anti-social behaviour. • More facilities for old and young people.
	Community Hall	<ul style="list-style-type: none"> • Revive and update the existing plans and concept. Consider alternative sites.
	Young people	<ul style="list-style-type: none"> • Better skate park • More facilities
	Outside leisure facilities	<ul style="list-style-type: none"> • More facilities • Improved open space • Primrose Trail
	Older people	<ul style="list-style-type: none"> • Address isolation/ loneliness
	Churchstow	<ul style="list-style-type: none"> • Village green • Play area • Community facilities • Walking routes/ connections
	West Alvington	<ul style="list-style-type: none"> • Expand footpath network • Safeguard existing walking areas • Improve village hall • Put netball court into new use • Improve cricket pitch
	Healthcare	<ul style="list-style-type: none"> • Improved provision • Safeguard existing facilities
Housing and Homes		<ul style="list-style-type: none"> • Greater provision of truly affordable low cost homes including flats. • Fear of new builds turning into second homes/ holiday rentals • No more building in the AONB and countryside • Bring forward brownfield sites • Mandatory renewable and low energy features • Need for an up to date survey
Natural Environment	Countryside	<ul style="list-style-type: none"> • Important views to the countryside • Maintain locally distinctive features • Mitigate against climate change • Need for wildlife survey • Dark skies/light pollution • Settlement boundaries
	Estuary and foreshore	<ul style="list-style-type: none"> • Avoid development impacting on the estuary • Survey and protect wildlife • Improve water quality • Coordinate with Salcombe NDP
	AONB	<ul style="list-style-type: none"> • Expand the AONB

		<ul style="list-style-type: none"> • Respect existing planning guidance • Encourage LPA to enforce against the building of unconsented development in the AONB
	Green Spaces	<ul style="list-style-type: none"> • Designate Local Green Spaces • Engage major landowners on access through woods and countryside • Safeguard green corridors
	Climate change	<ul style="list-style-type: none"> • Sustainable building supported • Sustainable transport • Sustainable drainage
Transport		<ul style="list-style-type: none"> • Pedestrian and cycle friendly • Off road routes for cycles and walkers • Better sustainable tourist hub • Extra parking • Charging points for electric cars • New community car park in Churchstow • Road safety and traffic flow • Expand public transport • Control delivery vehicles



3. About Kingsbridge, West Alvington and Churchstow Parishes – history, key local factors, and implications for the future.

3.1 The parishes and the three settlements in the area covered by the plan have a long shared history, with Kingsbridge gradually emerging as the main centre during the early Middle Ages. From then onwards the town has provided community and commercial support for a wide rural area which extends well beyond the plan area.

3.2 Early history of the Neighbourhood Plan area

3.2.1 The early history of the Neighbourhood Plan area is unusual and stretches back to pre-history. West Alvington was the earliest settlement to be recorded in royal documents around 700 A.D. West Alvington and Chillington were royal manors, held directly by the King. At that time, before Kingsbridge expanded onto reclaimed land at the lower end of Fore Street, the estuary high tide line extended up the current Mill Street and Lower Union Road to the west and up the lower end of Church Street to the east. The road from Alvington to Chillington passed over a bridge and causeway in this tidal area. It appears that because of the link to the two royal manors it became known as the Kings Bridge, lending its name to the growing town.

3.2.2 At some point after 1136, the manor of Norton which included Churchstow and Kingsbridge was given by the Norman King to the Abbot of Buckfast. In 1219 the abbot was granted a market charter for Kingsbridge allowing him to exploit its prime location which led to it starting to develop into the commercial centre for the central South Hams. The abbot kept a hall in Kingsbridge to entertain when off duty. By 1238 the town was given borough status and was the main centre in Stanborough medieval administrative Hundred, which covered much of the current wider Kingsbridge area. By the 13th C the outlines of the modern settlement pattern and network of roads and community and business services supporting the then agricultural economy had formed.

3.3 History of Kingsbridge and its wider role

3.3.1 The modern town includes the two ancient parishes of Kingsbridge and Dodbrooke. Whilst the town as a whole has been known as Kingsbridge since it was first mentioned in a Saxon royal charter of A.D. 962. Dodbrooke functioned locally as a separate commercial centre in certain respects until well into the 20th century.

3.3.2 Kingsbridge was part of Churchstow parish, and its church was also the parish church for Kingsbridge. It was not until the early 14th century that the town was allowed to enlarge St Edmunds chapel into a parish church and become an ecclesiastical parish in its own right. Dodbrooke parish was separate, not part of Churchstow parish, and predates Kingsbridge.

3.3.3 Kingsbridge was established on the hill ridge between two stream valleys with houses and other buildings lining what is now Fore Street. Their ancient smallholding burgage plots are still visible in many cases marked by the gardens of the current versions of those houses and shops. The two town streams were diverted to power the town mills, running parallel to Western and Eastern Backways, which some historians believe may also mark the line of Saxon town defensive walls.

3.3.4. Dodbrooke is on a very ancient west to east road following the high ground from Modbury and Churchstow towards Dartmouth via Washbrook, which means it also had an early church predating the current 15th century one. It was in Coleridge Saxon administrative Hundred and was a separate manor to Kingsbridge. Dodbrooke was granted a market charter in 1257 and treated as a borough by 1319, but never grew as much as Kingsbridge.

3.3.5. Both towns grew steadily in late medieval times. They were well established as the centre for the whole rural area by the Tudor era and had a market arcade by 1586 and then the Grammar school by 1670. (Both buildings still surviving.) Over the ensuing 200 years businesses and trade skills were established to support the area. Alongside livestock markets there were tanneries, breweries, an iron foundry, metalworks producing agricultural tools and machines, mills and agricultural feed merchants, banks, numerous inns and hotels, secondary schools and professional practices in law and medicine.

3.3.6. The town became a route centre for Victorian turnpike roads, providing extensive transport support for trade and travel in the wider rural area and connections with the major regional towns. As a thriving port before the estuary silted up in the early 20th century, large quantities of bulk goods were moved into and out of the area by water. Sailing ships, and later steam ships, of up to 500 tons, including the famous fruit schooners, were built at boatyards on the upper estuary and operated from there by local families.

3.3.7. The railway line from South Brent opened in 1893 principally for trade purposes. In time it enabled tourism and holiday homes to start growing and signalled the change of the area from agriculture and marine business to the varied commercial and tourism profile we recognise today. The railway closed in 1963 under the Beeching cuts.

3.4 Kingsbridge Town – current profile

3.4.1 Kingsbridge, including Dodbrooke, in 2020 is a community of around 6000 residents living in just over 3000 households.

3.4.2 South Hams District Council and Devon County Council identify the town in their planning structure as the market town hub for the surrounding 19 parishes in an area bounded by Slapton, Salcombe, Thurlestone and Loddiswell (see Figure 2).

3.4.3 Much of the attraction of modern Kingsbridge as a place to live lies in it being a year round community, retaining many of the local commercial and community services

lost in some other holiday area towns. This has been reflected in it retaining a more balanced population profile and remaining the market town for a large rural area.

3.4.4 Some of this population stability has been due to it being a desirable retirement location. The town is also becoming attractive to second homeowners and those buying houses as holiday lets, so there is also an increasing transient population. As the main shopping town for this part of the South Hams tourism is a significant part of the economy, for the summer six months.

3.4.5 The economy is much broader than just tourism, although this adds much custom to the retail, marine, catering, hotel and entertainment businesses. Agriculture is still a major contributor along with construction, and property maintenance. Professional services and motor and transport related business are also significant, the latter important because of the high dependence on cars.

3.4.6 The retired, second homes and holiday lets have contributed to a strong housing market. Average house prices are way beyond the mortgage ceiling of local young people. Rental costs are correspondingly high, restricting the ability to save for a deposit for house purchase. The attractive steeply sloped topography also affects the property market; land suitable for building is in short supply thus increasing prices.

3.4.7 The increase in on-line shopping has affected the retail centre of Fore Street, but many local businesses are surviving well by matching on-line convenience with good customer service. Fortunately, the two major national supermarket branches are in town within a few minutes' walk of Fore Street, so the heart of the town is retained. This positive picture is confirmed by there still being three major banks in the town.

3.5 History of West Alvington

3.5.1 West Alvington sits high on top of the hill above Kingsbridge and is dominated by All Saints Parish Church. The church and surrounding settlement command wide views to the estuary and countryside. The rich history of the village goes back to around 700 AD originally called Aelf(a)s Tun in 1086, the village has gone through seven name changes ending with 'Alvyngtone' in 1328. It was raided and occupied by the Danes around 700 AD, and later in 850 AD by the Vikings. The area was entered in the Domesday book in 1086 as a Royal estate, all lands from Salcombe to Stanborough, Charleton and Kingsbridge became chapelries of the parish, its wealth mainly came from the wool trade.

3.5.2 The original church dates back to 909 AD and current church was built in the early 15th C, the third church on this site, a magnificent building, with distinctive carved pinnacles twenty-two feet tall, making the Church visible from a wide area. The stone was quarried from nearby Charleton. The bell-chamber houses six bells hung in 1775, including four dating back to 1533. The bells have never been re-tuned and each one is inscribed with the name of a child who sadly passed, aged between one and twelve years old, all from the family of Ilberts, these two facts make the bells very unique and rare nationally.

3.5.3 The parish has 28 designated listed buildings/monuments; 2 Grade I and 26 Grade II (one of which is Grade II*). In addition to these designated assets, there are numerous non-designated ones included in the plan that are considered to be important to the local community as they are locally distinctive and add to our sense of place, wellbeing and cultural identity.

3.5.4. The principal Manor, Woolston, was an ancient holding of the crown. It was given to King John and later to Alice de Rivers, Countess of Devon. Later, King Henry granted it to Matthew deBesills. Parts of Woolston are Grade 2 listed. The other significant manor was Gerston Manor formerly one building and now two including South Manor which are also Grade 2 listed. The house and lands were given to the “Bastard” family by William the Conqueror around 1088 and they resided there until 1776. Sir William Bastard was twice High Sheriff of Devon, along with Sir Francis Drake. Sir William Bastard’s Memorial can be seen in the Church. Bowringsleigh is an Elizabethan Manor house, built in 1303, it includes a chapel and is Grade 1 listed. The Bowring family resided there from 1332 until 1543 when it was acquired by William Gilbert. In 1696, it was bought by William Ilbert. The annual village fete is still held in the stunning grounds of Bowringsleigh Manor, which is recorded as having the most extensive and best-kept garden records to survive in Devon. Easton Farmhouse is an early 17thC farmhouse, but records show a building there in 13th C. The former vicarage Roke is Grade 2 listed. In the centre of the main street there are three listed cottages, formerly a single building and built by the masons who constructed the church using the same stone, later they became the Poorhouse. Between 1892 and 1896 two major fires were recorded with 16-18 houses burnt down on either side of the main road; this may account for the difference in the facades.

3.5.5 Traces of Bronze and Iron age activity have been recorded in West Alvington parish. Many local fields contain evidence of catchment meadows, an ancient irrigation system. A number of lime kilns can be seen, including near Blanksmill bridge. Past working quarries are also evident at Easton Farm and Longbrook, where the stone was quarried to build Longbrook farmhouse and surrounding barns.

3.6 West Alvington Parish- current profile and issues.

3.6.1 West Alvington is probably the largest parish within the South Hams, measuring 1130 hectares, while the village itself is just over 10 hectares. The resident population of Westville and Alvington is 2,042 (2011 census) with the majority of properties being owner-occupied and second homes in the minority. Once a sustainable and independent village with grocers, cobbler, blacksmith, garage, butcher, builder, dairy, pub and even a hospital. All of the parish lies within an Area of Outstanding Natural Beauty (see Figure 5) and both sides of the main street and part way down Lower Street are within a conservation area (see Figure 12) that extends the length of the village. There are four small ‘estates’ in the village, one is a recent new build development of 17 houses, with 8 affordable homes. The previous developments were all built around sixty years ago. Being within walking distance of Kingsbridge and with good transport links to main routes West Alvington is a popular village, houses sales are infrequent. The connection to Kingsbridge was improved when a new, safe footpath to Kingsbridge was completed recently.



West Alvington; all the parish lies within the South Devon AONB



View of the green gap between West Alvington (left) and Kingsbridge (right) Local Important view (WAV 8)



All Saints Church

3.6.2 The village is set in dramatic rolling hills which are predominately farmland. Many of the farms have passed through the generations, some for over a hundred years, including Cholwells built in the 16th C. Farming forms the mainstay of village life and the economy for the community. Many farms have ceased or combined to increase acreage to make them more economic. Other farms have diversified into tourism or small home-based enterprises. At present, the village has two visible businesses; - the Ring o Bells public house, a valuable asset at the heart of the community which we hope will remain and G.H. Rhymes and Son builders established for 100 years.

3.6.3 There are many walks with beautiful vistas and green lanes to Collapit Bridge, Blanksmill, Gerston and Easton and through four mature woodlands (see Figure 8). One wood offers the most stunning views; another attracts people from near and far in spring to see the amazing sight of the woodland floor covered in “a carpet of blue with bluebells”. West Alvington Wood is considered by the community to be one of the village’s most cherished local assets and has provided leisurely enjoyment for centuries to past and present generations. This wood contains nine beech trees, two are considered extremely rare; they were engraved by American WW2 soldiers and known as “conflict arborglyphs”. The soldiers carved the trees while they camped,

trained, and waited for the D-day landings. Their remarkable story, together with a recent memorial given by parishioners to honour them is available to view.

3.6.4 There are a number of challenges facing the village:

- Significant traffic and speeding issues through the village and a shortage of residents' car parking have become more serious in recent years. The Parish Council, together with a local traffic group (See Appendix B39) DCC Highways and Councillors are considering measures to mitigate this. The forthcoming building of 52 houses on West Alvington Hill (see Figure 20 site ACH5), with spaces for around 120 cars has escalated congestion and safety concerns.
- The present C of E Primary School, built-in 1864, has seen many alterations over the years. It attracts children from Kingsbridge and the development could add to pupil numbers, which providing space can be found would be welcomed, ensuring continuity and contribution to the learning of the young and central to village life.
- Although close neighbours to Kingsbridge, with new development the 'green' gap has reduced considerably, down to just two fields, one is a school playing field. Further development in this green gap will cause coalescence and severe loss of village identity.
- With more and more people working locally and from home the parish could benefit from a small business hub either through the conversion of an unused barn or sensitive and discreet purpose-built units.
- Plans for a new village hall are progressing; the scheme could work in parallel with a business hub and new community space, hosting craft markets and a variety of functions, socially and financially benefiting the village community as a whole.

3.7 History of Churchstow

Churchstow may be the most ancient of the three settlements in the plan area. It takes its Saxon name from the existence of the early church on this high hill ridge site. The village grew up around the church and on the slope to the south. The parish extends seawards towards the ancient port at Bantham on the Avon estuary and looks down the hill onto the Avon Valley to the north west. It is thought by some historians that a church may have been established originally on the site by Celtic missionaries who had arrived by sea. The current parish church building is 14thC. After the Parish of Kingsbridge was created in 1414 and the Rector moved to live in Kingsbridge, Churchstow remained the mother church for Kingsbridge town until the early 1980's



The Church House Inn, Churchstow (CV8)



Saint Mary the Virgin Church



The church and village sit above the surrounding countryside and South Devon AONB (CV5)

when Kingsbridge was split away from Churchstow, and the historic ecclesiastical link was severed. The parish was part of the large manor of Norton recorded in Domesday which was granted to the Abbot of Buckfast Abbey. The manor included what is now Kingsbridge as well and remained in monastic hands until the dissolution. The 16thC Church House Inn may have originally been, like many of this name, the monastic lodging house for visitors on Abbey business. Leigh, another Domesday manor now a farmhouse, was a cell of the Abbey in the 15thC and still retains its monastic walls and gatehouse. Norton, Combe Royal, Sorley and Warcombe are all large medieval farm sites with historic houses originating then, albeit updated subsequently. The village and parish were agricultural in nature, sustained originally by monastic patronage and wealth, and closely linked to Kingsbridge for commercial and community services.

3.8 Churchstow Parish- current profile and issues

Churchstow has a population of 465 (2011 census) and has remained a compact village with a linear centre along the main A379 Kingsbridge to Modbury and Plymouth road. Since the 1970's there has been a significant amount of housing built to the south of this road around the edge of the old settlement. The latest development of some 16 family homes on Reeves Way was completed in around 2016. On the eastern edge of the village is the South Hams Business Park built on land owned by the McCarthy family and accommodates a range of thriving businesses serving the parish and the wider area. The rest of the parish is still rural and centred on agriculture. The A379 is busy with local and increasing longer distance traffic heading for Plymouth and the A38 trunk road at Ivybridge, a significant proportion of this being heavy commercial vehicles for which there is no viable alternative route. The pub and the village shop sit on this road at a narrow point and at times during busy periods servicing these can cause traffic congestion. Passing trade for the shop and pub are of great benefit, at present there is no village car park which adds to traffic challenges. The village's location on a main route makes it attractive for more housing and other development, despite recognition by SHDC in the Development Plan that the village does not meet their sustainability criteria and as such has not been designated suitable for further development. A project within the parish has recently been granted planning permission to convert an existing building into community facilities focussed on young people, it includes a workshop, cafe, 5-a-side pitch, skate bowl, and adventure play facilities it received very strong support from the local community.

3.9 The landscape and topography of the Neighbourhood Plan area

3.9.1. This is typical of the South Hams; it is entirely composed of largely unspoilt rolling wooded hills, some with steep gradients, and deep valleys, studded with rich farmland wherever the gradient of the land allows. The head of the tidal Kingsbridge Estuary reaches into modern Kingsbridge town, to the foot of the high street (Fore Street). West Alvington parish borders the same estuary further seawards. Churchstow parish borders the Avon Estuary, the next tidal valley westwards.

3.9.2. For clarity, whilst the Avon Estuary is fed by a significant river, there is no major freshwater outlet into the Kingsbridge Estuary, and it is therefore properly described as a ria and has unique characteristics.

3.9.3. Because of this setting most of the Plan area sits within the South Devon AONB designated in 1960. The Estuary margins are included in the wider South Devon Undeveloped Coast policy area. The Estuary (ria) itself is heavily protected under both the AONB and Site of Special Scientific Interest designations. Its tidal, almost wholly sea water, rather than sea and fresh water mixed, environment contains a number of rare plant and animal species. The landscape, water and countryside are therefore heavily protected by law.

Kingsbridge, West Alvington and Churchstow Neighbourhood Plan



Figure 4 Undeveloped Coast policy area within the Plan Area (shaded purple)

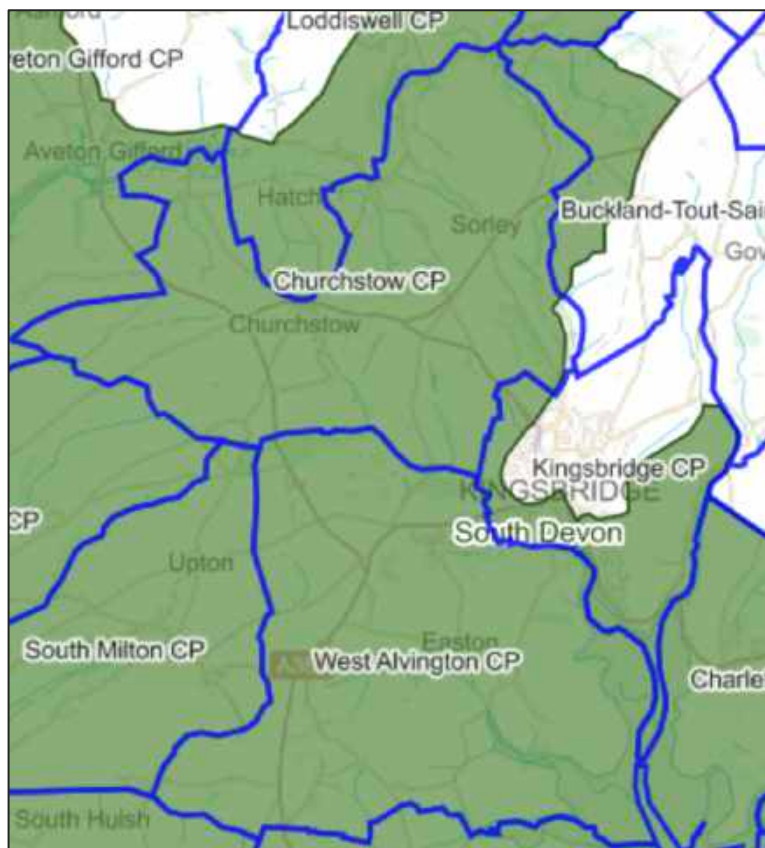


Figure 5 extent of the South Devon AONB (shaded green) across the three parishes

3.9.4 The landscape qualities of the plan area are described in the Landscape Character Assessment for the South Hams and West Devon (LUC 2017) and included as Appendices B4 and B5. The types of landscape are predominantly *estuary* (4A) *river valley slopes* (3G) with more inland areas as *inland elevated undulated land* (5A). In addition the area includes *urban areas* (7) *lower rolling farmed settled valleys*(3B) and *sparsely settled valley floors* (3C) The location of the types of landscape is illustrated in Figure 6.

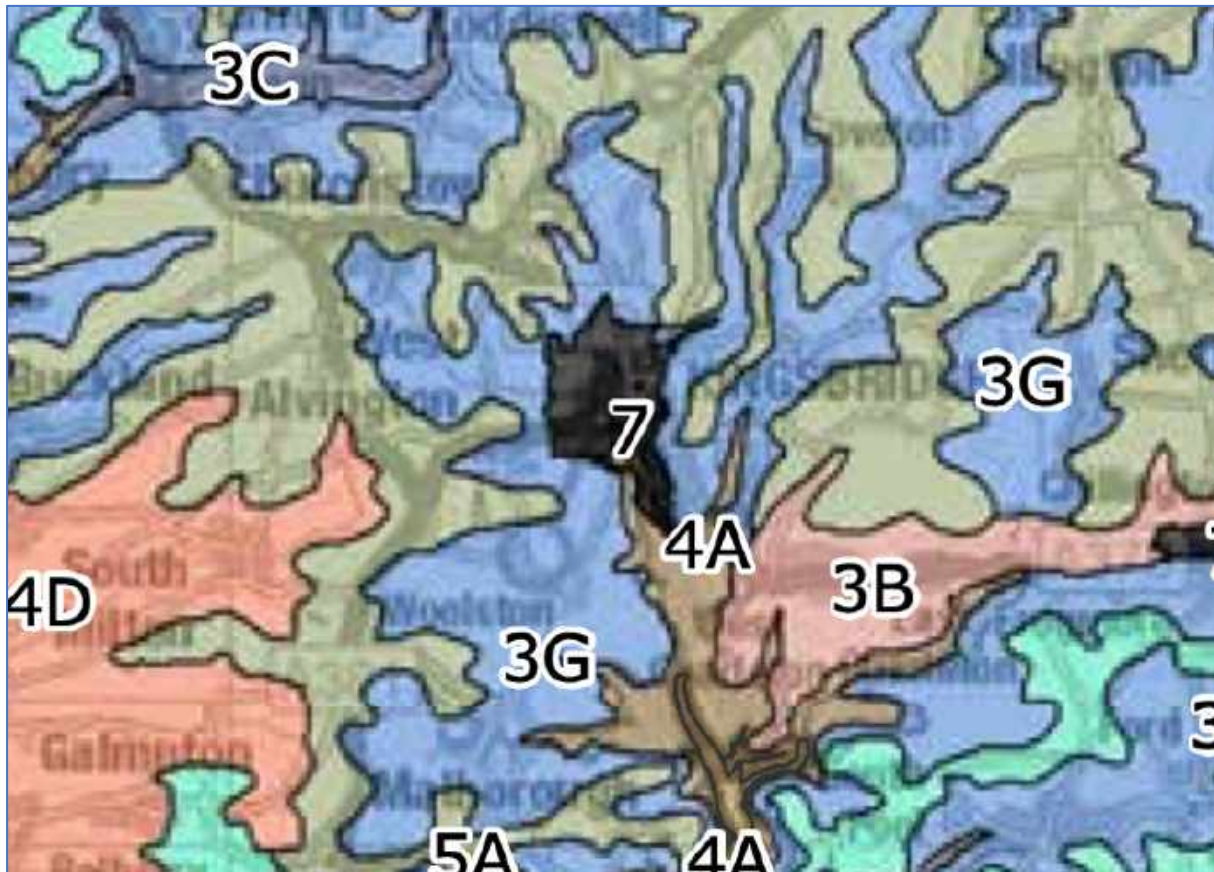


Figure 6 types of Landscape Character in the Plan area

3.9.5 The Geology of the area and source of local materials

The whole of the neighbourhood plan area sits within a band of Devonian Meadfoot Beds of slates and mudstones. These are sedimentary rocks laid down about 400 million years ago. They are largely grey in colour but vary in tone from brownish to bluish through to greenish. The gradients of the valley sides and the bedding joints of the underlying rock mean that the area is very free draining. The exception to this is the land around the estuary heads and inlets, much of which is reclaimed land and subject to flooding on high tides and onshore gales. The slates are softer than the limestone, they are easily worked by splitting for building stone, and even for roofing slates when best quality. They outcrop everywhere along the estuary and valley sides and are seldom far below the surface anywhere. They were extensively quarried in the area for local building construction. The majority of local stone buildings and boundary walls are built of the local slate, either dressed and pointed or rendered, slate clad and whitewashed for weatherproofing. Meadfoot Slate continues to form the basis of the locally distinctive vernacular of the plan area's built environment.

3.9.6 The Habitats Directive and Wildlife Sites

The Habitats Directive¹ requires "competent authorities (e.g., South Hams District Council) to decide whether or not a plan or project can proceed having undertaken the following appropriate assessment requirements to:

- Determine whether a plan or project may have a significant effect on a European site²;
- If required, undertake an appropriate assessment of the plan or project;
- Decide whether there may be an adverse effect on the integrity of the European site in light of the appropriate assessment."

This document in its final form incorporates advice from South Hams District Council provided on the draft plan (See Appendix A9).

Reports were prepared for all the parishes by the Devon Biodiversity Records Centre³ these are included in the evidence base as Appendix B17. The resource maps identify a number of statutory, non- statutory and other sites of interest within the parish. These wildlife sites are used to inform the Plan and future development.

¹ Conservation of Habitats and Species Regulations 2010

² European sites include: special areas of conservation (SACs), special protection areas (SPAs), sites of Community importance (SCIs), and candidate SACs

³ Wildlife site resource maps and species records for Kingsbridge, West Alvington and Churchstow October 2019

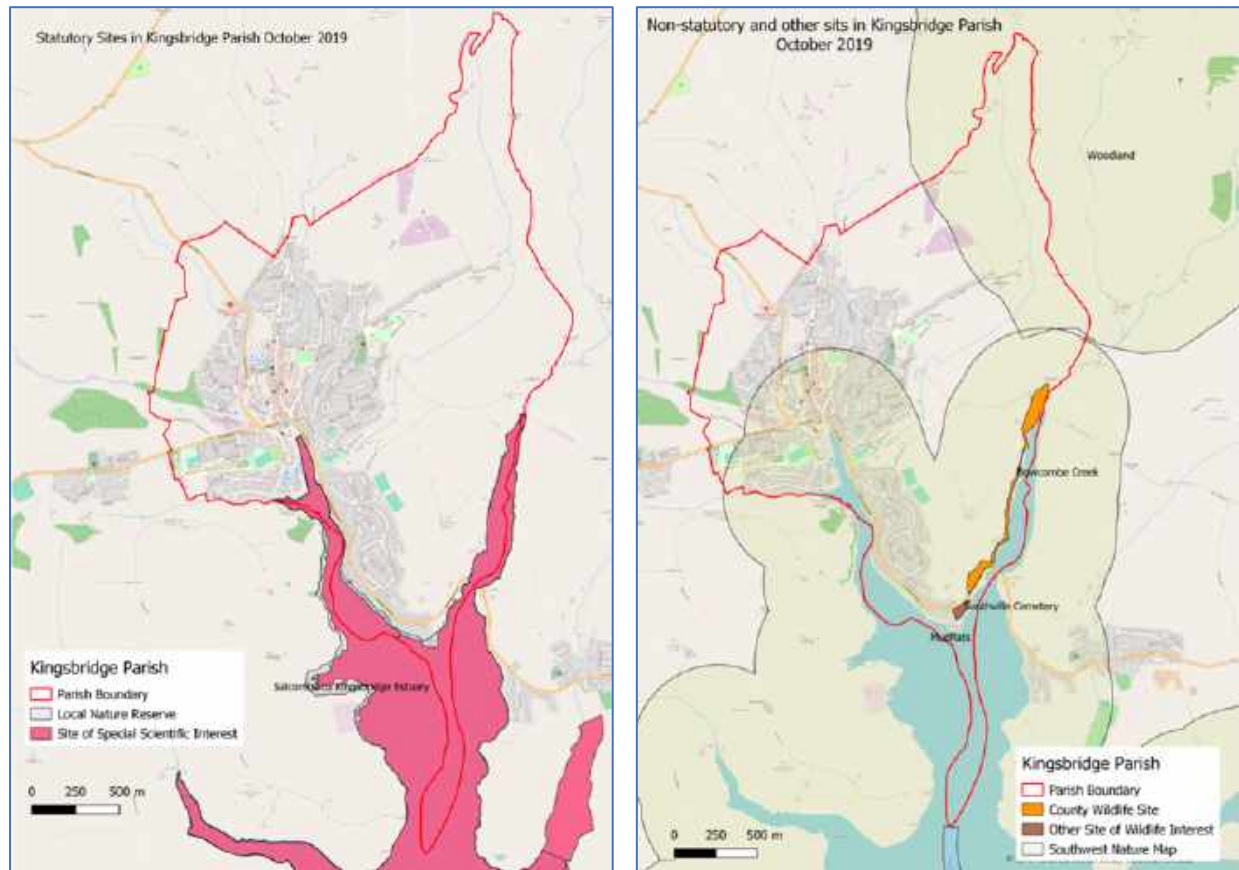


Figure 7 Statutory and Non-Statutory wildlife sites in Kingsbridge Parish

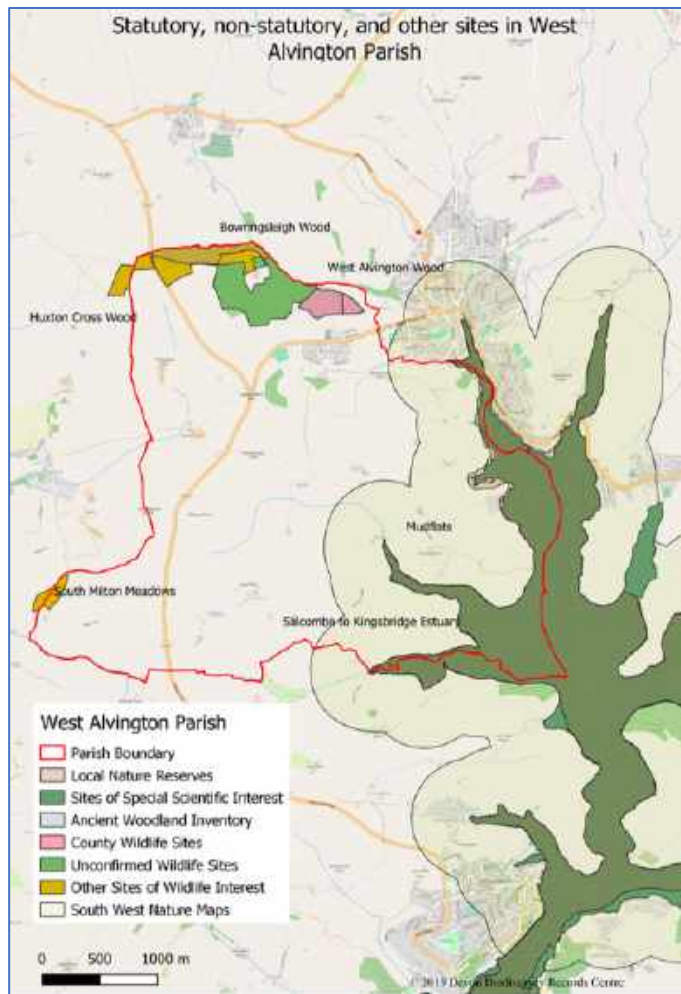


Figure 8 Statutory, Non-Statutory and other sites in West Alvington Parish

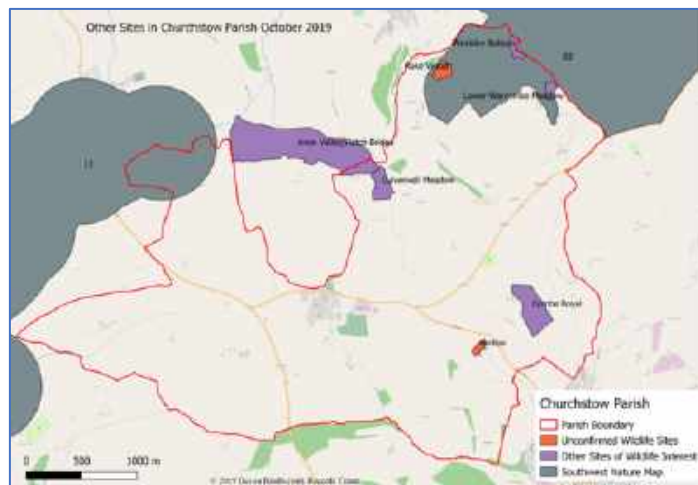
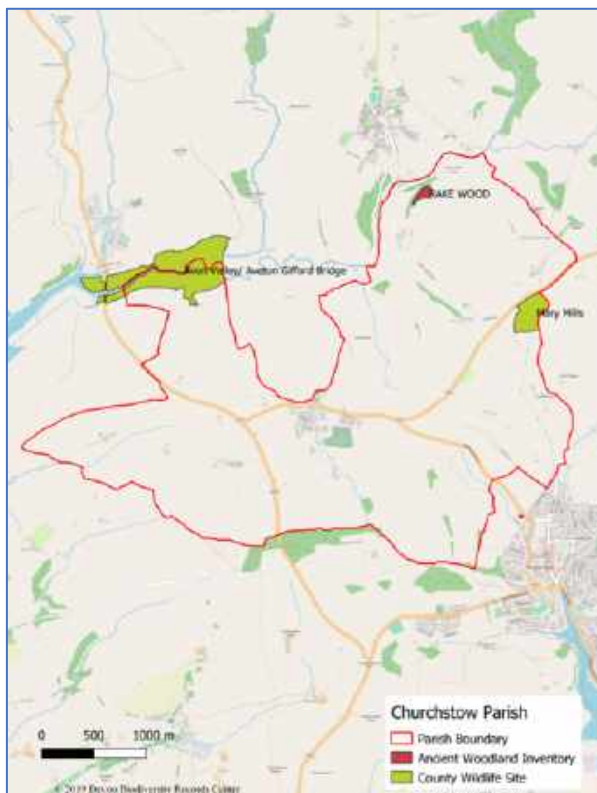


Figure 9 Non-Statutory and other wildlife sites in Churchstow Parish

3.9.7 The Kingsbridge and Salcombe Estuary (Ria)

The estuary is a nationally important example of a ria having very little freshwater input, high salinity levels and a large tidal range. Many truly marine plants and animals are found which seldom occur intertidally in estuaries elsewhere. A consistent high quality and diversity are found throughout the estuarine environment contributing to its uniqueness. Distinctive characteristics of the ria include:

- Estuary character changes with the state of the tide and weather conditions.
- Steeply sloping land adjacent to the estuaries, often extensively wooded down to the water's edge.
- Deciduous ancient woodland fringes the estuary sides and sheltered coves.
- Small woodland copses on valley sides and tree lined streams emphasise landform.
- Development restricted to historic settlements in sheltered locations close to estuary mouths, or at inland tidal extremities.
- Occasional waterside developments and historic features with strong functional relationships with the water.
- Harbour and boating infrastructure is clustered and largely contained within developed areas.

This plan has been informed by and supports the AONB Estuaries Management Plan⁴. Although not a statutory document the Estuaries Management Plan should inform all future development in or near the estuary. Recent interventions on the estuary risk compromising these characteristics and this plan sets out to reinforce them to maintain the character of the estuary within the Parishes and harbour.

3.10 The three settlements now

3.10.1. The overall plan area has a population of approximately 7000 with 6000 living in Kingsbridge. The area population has grown from 5000 in 1981, almost all of it in Kingsbridge. The wider rural area which depends upon the town area represents about 18000 residents who all rely on, at least to some extent, services located in the town. For 2011 census data refer to Appendix B10 and the JSNA Community Profile for the Kingsbridge area (2017) to Appendix B16.

3.10.2. The oldest built up areas of the town and the two villages sit on hill ridges where the historic routes ran and where there was some flat land to build. They were also safe from flood risk. The settlements gradually extended down the valley sides, and in the case of Kingsbridge towards the Estuary as well, where significant areas of development grew up on reclaimed land at the head of the Estuary where quaysides grew up to support trade.

⁴ <http://www.southdevonaonb.org.uk/about-the-aonb/looking-after-the-aonb/aonb-management-plan/estuaries-management-plan-public-consultation/>

3.10.3. There has been housing growth from the late Middle Ages onwards in the area, but only limited development in the villages, and surrounding countryside. Two extensive areas of housing were built between the mid 1960s and the early 1990s on the steep valley side to the east of Kingsbridge town centre, much within the AONB boundary.

3.10.4. Development with a view of or close to the estuary attracts a high value. The area is thus highly attractive for open market housing at the expense of affordable housing provision. Achieving a balance between affordable and market housing has proved a challenge to housing delivery. Until 2019, there had been no major new housing developments built in the plan area in the last ten years, despite several hundred units being allocated in past development plans.

3.11 Transport and communications infrastructure

3.11.1 The Kingsbridge area is remote from, and poorly connected to, the strategic transport network of the region. The road network remains a mixture of narrow, deeply sunk medieval lanes overlaid with a network of narrow, winding Victorian turnpike roads, which are now designated A roads. Many of the latter are narrow in places and unsuited to modern traffic, especially the increasingly large and heavy goods vehicles and modern agricultural vehicles, joined in the summer by the wider modern caravans and motorhomes. This limited level of infrastructure is a constraint to growth and has kept the area quiet and attractive to live in outside the main tourist periods, which is much valued by local people.

3.11.2 Public transport provision is relatively small scale and expensive so car usage by residents is high.

3.11.3 A review of 2011 census data on travel distance to work (see Appendices A6 and B10) indicate high levels of home working, above the England average in both the plan area and wider Saltstone parishes. It also shows that just under 50% of those of working age and in employment in the KWAC parishes were either working mainly at home or travelling less than 2km to work i.e. working very locally. Additionally, far fewer were travelling 10 to 20km for work than in South Hams or England. This suggests a much more self-contained work market.

3.11.4 There are seasonal ferries but now no water based commercial transport links to the area. The branch railway line to Kingsbridge from the West Country main line at South Brent, closed in 1963/4. The closest rail access is now at Totnes mainline station thirteen miles away.

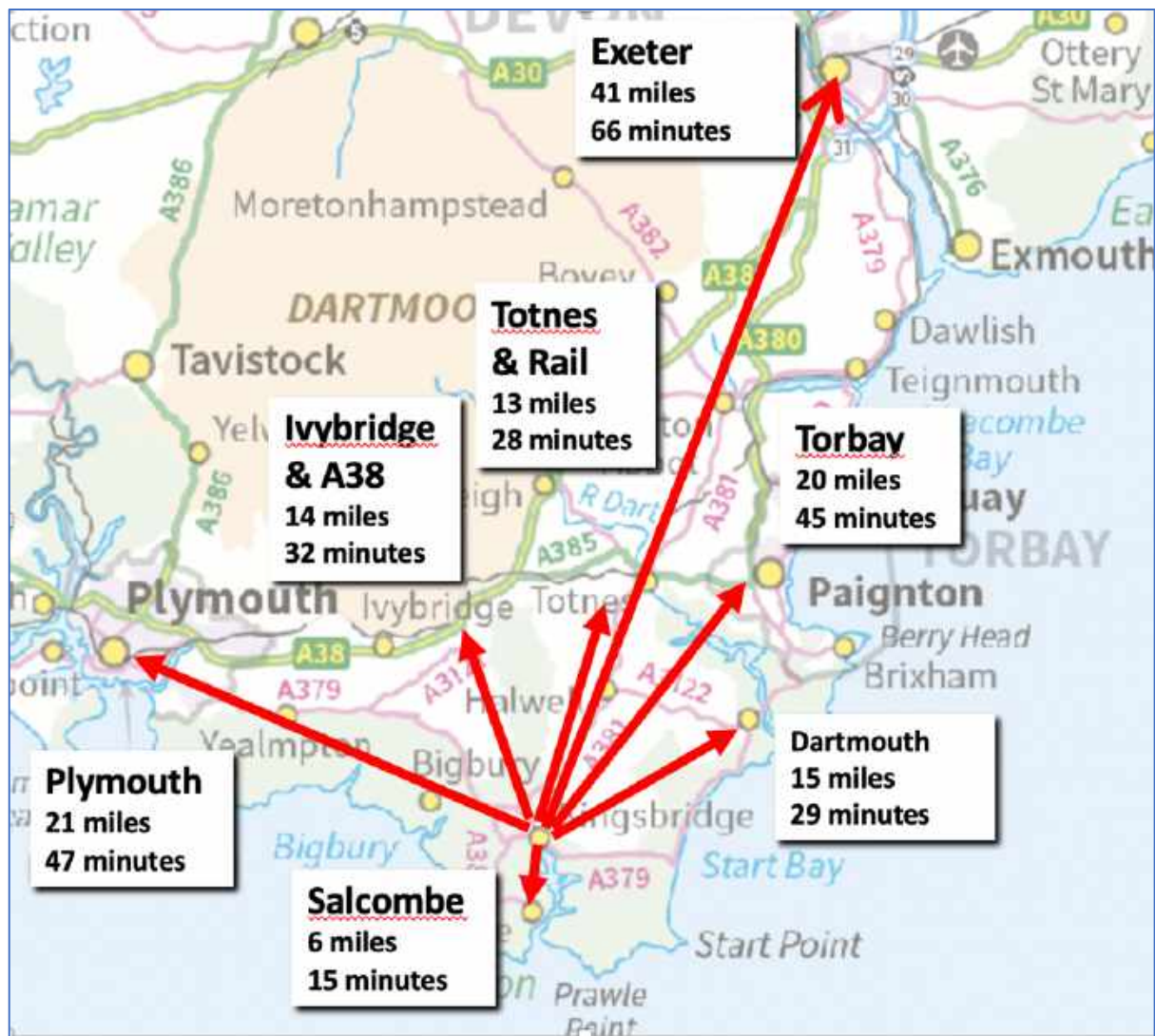


Figure 10 Vehicle travel distances and significant travel times to key centres from Kingsbridge

3.12 Historic Environment

3.12.1 The historic and built environment will be a material consideration in many future planning applications in line with the NPPF (2019) paragraph 199. There are 186 listed buildings (6 grade I, 7 grade II*, and 173 Grade II) and one Scheduled Ancient Monument (SAM) within the plan area (see Appendix B22). Appendix B21 records all the Designated Heritage Assets for the three parishes. There are two conservation areas illustrated in Figures 11 and 12, these cover the centres of Kingsbridge and West Alvington. In addition there are also well over 400 Non-Designated Heritage Assets in the Plan area. Safeguarding Designated and Non Designated Heritage assets that are important to the community are the subject of plan policy KWAC HE4.

3.12.2 Kingsbridge was assessed in 2013 for the Devon Historic Coastal and Market Towns Survey (DHCMTS). Part of a national programme of urban surveys initiated and supported by English Heritage. The full DHCMTS is included as Appendix B13. The survey aimed to increase understanding of 17 medieval towns within the county, prioritised because of their high historical significance and archaeological potential and the immediacy of development pressure.



Figure 11 Kingsbridge Conservation Area (shaded in pink)



Figure 12 West Alvington Conservation Area (shaded in pink)

3.13 Open Spaces, Sports and Recreation Plan (OSSR)

Kingsbridge Town Council has produced an OSSR Plan for their parish this is included in Appendix B25 and looks at the future needs to inform investment in open space, sport and recreation serving all the parishes. The Kingsbridge OSSR and research on similar plans for West Alvington and Churchstow has informed the Local Green Spaces proposed in Plan Policy KWAC Env2 and open space policy KWAC HW2. The OSSR plan will be updated on a regular basis.

3.14 Community Initiatives

The highest response in the community survey on what people like in the plan area is its community spirit (see Figure 3). There are many examples of community endeavour and include:

3.14.1 Kingsbridge in Bloom

Kingsbridge is well known for its great community spirit and in 2007, having suffered many years of neglect from lack of maintenance and care of many of its public open spaces and heritage sites, a group was formed to regenerate and improve the town with attractive sustainable planting displays throughout. Since its inception, the group has grown in strength year on year, encouraging the whole community to take part in their activities. Their horticultural expertise has been recognised by the Royal Horticultural Society (RHS) as the best Britain in Bloom gold winner at both Regional and National level, as well as receiving The Queens award for Voluntary Service (MBE) in recognition for the group's outstanding contribution to the community. The town has now been transformed by their work which is always well received by the many visitors and residents and considered by the RHS as a model for promoting horticultural excellence, environmental responsibility and community involvement in order to keep the town vibrant and attractive. This group is now responsible for the majority of displays in Kingsbridge with a vision to extend its many activities for the future. <https://www.kingsbridgeinbloom.co.uk>

3.14.2 Kingsbridge Community Garden

Kingsbridge Community Garden located in Fore Street is an organic garden run by volunteers. The garden demonstrates organic gardening techniques including composting and vermiculture (worm farming). The local group have constructed a tranquillity garden, demonstration beds, composting area, information hut, wildlife area, a compost toilet and hand-carved benches. Other points of interest include local artist's work and sculptures. Plants and organic vegetables are available to pick and purchase.

3.14.3 Kingsbridge Food Bank

The object of the Kingsbridge Area Food Bank now located in the Avon Centre, Wallingford Road is the prevention and relief of poverty in Kingsbridge and surrounding villages, primarily through the provision of food, hygiene and household products, but also related additional services, assistance and support for those in need. The charity started in 2012 and the demand for support increased in 2015. At the start of the Covid pandemic this demand increased further in numbers of customers and area of coverage.

3.14.4 Fire service volunteers

Kingsbridge Fire Station is located in Duncombe Street and covers the town and the surrounding area. The station houses a fire-fighting appliance and is staffed by on call retained personnel and consists of a watch manager, crew managers and fire fighters. Fire crews are recognised as key workers and are the main asset for the station and the area. They undertake a range of community safety activities aimed at equipping people with the knowledge to be aware of their own ability to reduce the chances of becoming involved in a fire or number of other types of emergencies.

3.14.5 Kingsbridge Youth for Christ

Kingsbridge Youth for Christ is a not for profit Christian charity that has been established in Kingsbridge for two decades, under the former name of SPIRITULIZED. The group are passionate about sharing their faith and seek to empower and encourage young people to find hope for their futures, to connect the community with one another, raise awareness and understanding of youth culture, and facilitate local church outreach in the area. They work closely with, and are highly commended by the Police, local schools and community members, and have had over 4000 individual interactions with young people in our town over the last year through their various projects.

3.14.6 Kingsbridge and Saltstone Caring

This befriending and support charity operated from Quay House was set up following the 2003 MCTI. Their aim is to promote the independence, physical and mental well-being of older, isolated or vulnerable people living in Kingsbridge, Salcombe and the surrounding area. The charity is volunteer led providing services not normally available through statutory agencies. Their volunteers have the opportunity of using their life skills and experiences, finding fulfilment in making a difference. The benefits of this service can be an improved sense of well-being and reduced feelings of isolation, as well as the preservation of independence for as long as possible, this can delay or avoid the need to move into a retirement home or becoming institutionalised.

3.14.7 Coastguard volunteer service

The local coastguard rescue team of the Maritime and Coastguard Agency (MCA) <https://www.gov.uk/government/organisations/maritime-and-coastguard-agency> are based at East Prawle. They have seen a significant increase in incidents in recent years, many of them in the Kingsbridge and surrounding area. Coastguard rescue teams (like the fire service) rely on local volunteers. In the past these volunteers have consisted of residents close to the station. The current local station at East Prawle has seen a significant decrease of volunteers due to the shortage of permanent residents. The team consists of 15 on-call rescue officers, many of whom now either live or work in the Kingsbridge area. HM Coastguard are actively looking for a base or shared facility with other emergency services in the Plan area.



Pictorial meadow planting throughout the area by Kingsbridge in Bloom

4.0 Key challenges, themes, aims, priorities and objectives

The key challenges and opportunities are addressed in the Vision Statement included in section 1 of the plan. The particular and shared challenges for each parish are:

4.1 Kingsbridge and its surroundings

- Maintaining an all year-round community with the necessary range of people and skills to support the local services.
- Finding sites and finance for new affordable homes for sale or rent to local people earning local salaries.
- Diversifying the local labour market to expand the number of better paid jobs.
- Managing development in the context of the limited transport infrastructure.
- Preventing harm to the protected landscapes, countryside and estuary environment eco-friendly way.
- Managing development around the head of the Estuary and the historic town centre to retain its local distinctiveness.

4.2 Additional Challenges for West Alvington

- Maintaining a green corridor between the village and the edge of Kingsbridge.
- Limiting infill housing development to maintain a pleasant residential environment and not overload the very narrow village side roads.
- Identifying additional residents' parking.
- Working with the Highways Authority to find better ways of managing the traffic through the village to reduce nuisance and increase safety for pedestrians.
- Protecting further the high quality and attractive rural surroundings of the village.
- The need to replace the existing village hall.

4.3 Additional challenges for Churchstow

- Protecting the village from inappropriate development which would overload its limited facilities and infrastructure.
- Finding a location for and building a village hall, car park, play area and green space.
- Establishing a new motor traffic free foot/cycle path as a safe route to Kingsbridge away from the A379.
- Working with the Highways Authority to find better ways of managing the traffic through the village to reduce nuisance and increase safety for pedestrians.

4.4 Themes, aims and objectives

The themes in the Plan are drawn from the SWOT analysis and issues and challenges highlighted in sections 2 and 3 above. The table below summarises the themes in order of priority linking their aims and objectives. All this data has been determined through community surveys, workshops and evidence gathering. The objectives inform the policies of the Plan. In addition the Plan identifies five cross-cutting themes, these are introduced in the next section.

THEMES	AIMS	SUMMARY OBJECTIVES
1. The Natural Environment	<ul style="list-style-type: none"> • Protect the natural environment; • Respect the AONB designation; • Prevent coalescence of settlements. • Prevent flooding; • Carbon and energy reduction. 	<ul style="list-style-type: none"> • Designation of settlement boundaries for the villages and town; • Designate appropriate locations as Local Green spaces; • Conserve and enhance the natural beauty of the AONB; • Establish and enhance natural green corridors; • Promote a diversity of habitats within Green Infrastructure that are of high value to people and habitats; • Identify locally important views that should be respected; • Mitigate and adapt to climate change; • Effectively manage levels of light pollution; • To effectively manage flood risk in new development; • Energy conservation; increase the production of renewable energy, reduction of waste, and avoidance of single use plastics; • Promote and safeguard allotments; • Encourage more tree planting.
2. Affordable Housing	<ul style="list-style-type: none"> • Truly affordable homes; • Starter homes and low-cost rental homes; • Only limited and fully justified encroachment on the AONB; • Address the needs of the elderly and young families. 	<ul style="list-style-type: none"> • The delivery of affordable housing responding to local needs of all age groups; • Market housing responding to local needs of all age groups and helping deliver affordable housing; • Promotion of exception sites through Community Land Trusts and local community led initiatives; • Provision for a Principal Residence Requirement.
3. Business and the Economy	<ul style="list-style-type: none"> • Sustain and enhance Kingsbridge's role as a market town; • Maintain and enhance services and facilities in the area; • Support and grow the local employment base; • Promote the local tourism industry; • A vibrant re-invigorated high street in the town; • Better locations of some employment uses; • Encourage more training. 	<ul style="list-style-type: none"> • Provide additional employment space of different sizes and tenures helping small businesses and start-ups; • Regeneration of under used employment areas; • Support the central shopping area of the town; • Support the diversification and expansion of tourism businesses • Support training links between colleges and employment uses.

<p>4.The Built and Historic Environment</p>	<ul style="list-style-type: none"> • Minimise development of Greenfield sites; • Enhancements to Kingsbridge Quayside and town square; • Regeneration of Lower Union Road, the Western Backway and other historic employment areas; • Respecting non- designated heritage assets; • To conserve the area's designated heritage assets. 	<ul style="list-style-type: none"> • Prioritise development of 'Brownfield' sites; • A development brief for the Quayside and town square; • A development brief for Lower Union Road and Western Backway area; • Development considerations inside and outside the conservation areas; • The listing and conservation of local heritage assets; • Local design quality standards.
<p>5. Sustainable Transport and infrastructure</p>	<ul style="list-style-type: none"> • Make Kingsbridge a sustainable transport hub; • That the villages are well connected to the hub; • Address rural isolation and connection with the strategic transport network; • Safe routes for walkers and cyclists; • More residents and visitor parking in the villages; • Promote non-fossil fuel modes of transport; • Improve broadband. 	<ul style="list-style-type: none"> • Propose sustainable routes for cyclists, pedestrians and motorists; • Propose non fossil fuel hubs in the town and villages; • Propose car parking standards and no net loss of spaces; • New carparking area for Churchstow; • An integrated transport statement for the area; • Traffic calming through the town and villages; • Broadband infrastructure for all new development.
<p>6. Health, Wellbeing and leisure</p>	<ul style="list-style-type: none"> • A healthy community; • Better outside recreation activities and improved access for all needs; • Maintain and enhance access to the water for recreation for all needs. 	<ul style="list-style-type: none"> • No loss of community facilities; • Better sports facilities for all needs; • Support new and improved community facilities; especially for young people of 11-18yrs; • Support new development contributing towards new community provision; • Enhance recreation in the countryside and estuary; • Support and identify a site for a Kingsbridge community centre.

5. Proposed policies for the whole Neighbourhood Plan area

5.1 We set out in this section in order of theme the policies of the Plan and evidence supporting them. There are also five cross cutting themes that apply to all the policies. These are that the Plan should be:

Sustainable, and should reflect the presumption in favour of sustainable development outlined in the National Planning Policy Framework and JLP Plan Policy S06.

Supporting low carbon development and carbon reduction and adding value to the Devon Carbon Plan and JLP Policy Dev 32

Contributing to the **regeneration of Kingsbridge town centre** and a balanced economy for the plan area.

Deliverable, where funding sources can be identified for projects arising from the policies, they should be to be delivered within the Plan period;

and;

Conforming to the strategic policies of The Plymouth and South West Devon Joint Local Plan.

Figure 13 illustrates the performance of the Plan policies against the cross-cutting theme. This matrix will be monitored regularly through the Plan period.

Policy no. and title KWAC/		Cross cutting theme				
		Sustainable	Supporting Low Carbon	Town centre regeneration	Deliverable	Conforming to national and local policy
Env 1	Settlement boundaries	Green	Green	Yellow	Green	Yellow
Env 2	Local Green Spaces	Green	Green	Yellow	Green	Green
Env 3	Impact on the natural environment	Green	Green	Yellow	Green	Green
Env 4	Locally important views	Green	Yellow	Green	Green	Yellow
Env 5	Prevention of light pollution	Green	Green	Yellow	Green	Yellow
Env 6	Prevention of flooding	Green	Green	Green	Green	Green
Env 7	Carbon reduction	Green	Green	Green	Green	Green
Env 8	Renewable Energy	Green	Green	Green	Green	Green
Env 9	Allotments	Green	Green	Yellow	Green	Yellow
Env 10	Tree Planting	Green	Green	Green	Green	Green
Env 11	Open space and recreation	Green	Green	Yellow	Green	Green
H1	Affordable Housing	Green	Green	Green	Green	Green
H2	Market Housing	Yellow	Yellow	Yellow	Green	Green
H3	Rural Exception Sites	Green	Yellow	Green	Green	Green
Em 1	Additional employment land	Green	Yellow	Green	Green	Green
Em 2	Regeneration of employment sites	Green	Green	Green	Green	Green
Em 3	Central shopping area	Green	Green	Green	Green	Green
Em 4	Mixed use employment	Green	Yellow	Green	Green	Yellow
Em 5	Promotion of tourism	Yellow	Yellow	Green	Green	Yellow
Em 6	Training links	Green	Green	Green	Green	Green
BE 1	Brownfield first	Green	Green	Green	Green	Green
BE 2	Kingsbridge quayside	Yellow	Yellow	Green	Green	Yellow
BE 3	Design quality	Green	Green	Green	Green	Green
BE 4	Heritage assets	Yellow	Green	Green	Green	Green
T1	Sustainable Transport	Green	Green	Green	Green	Green
T2	Non-fossil fuel hub	Green	Green	Green	Green	Green
T3	Car parking	Yellow	Red	Green	Green	Yellow
Inf 1	Broadband Infrastructure	Green	Green	Yellow	Green	Green
HW1	Community facilities	Green	Yellow	Green	Green	Yellow
HW2	Open space	Green	Green	Yellow	Green	Green
HW3	Community centre for Kingsbridge	Yellow	Yellow	Green	Green	Yellow
	Key		Neutral impact	Yellow		
	Positive impact	Green	Negative impact	Red		

Figure 13 matrix of the Plan Policies and appraisal against the 5 cross-cutting themes

Theme 1 The Natural Environment

5.2 Purpose of the theme policies

The following detailed objectives were agreed by the plan's Natural Environment Focus Group:

- To conserve and enhance the outstanding natural beauty of the countryside and shoreline of the Kingsbridge Estuary which includes the SSSI (Sites of special scientific interest) and the South Devon Area of Outstanding Natural Beauty (AONB)
- To safeguard existing ancient woodlands, trees, hedgerows, Devon banks, green spaces and other important features of the local natural landscape which are important to the overall environment and have important biodiversity value.
- To conserve and enhance the biodiversity value of the area and to protect and enhance the Green Infrastructure of the surrounding Parishes.
- To preserve the beauty and integrity of the landscapes and ensure that the ecology, biodiversity and wildlife is protected and enhanced.
- To ensure that the historic environment such as historic buildings, archaeology, footpaths and landscapes are preserved for future generations.
- To protect and preserve the iconic views surrounding Kingsbridge, West Alvington and Churchstow and not cause harm to the landscape by inappropriate and over-development.
- To promote best practice to minimise Light pollution
- To promote only sustainable development to reduce or minimise any impact on the character and appearance of the area.
- Given the history of flooding, to ensure that any future development should not cause any adverse impact to properties or the surrounding environment, wildlife habitat and estuary.

5.3 Natural Environment Policies

5.3.1 Settlement Boundaries and avoidance of coalescence; The various settlements of the plan area are close together and risk coalescence. In the past there has been pressure to develop within the gaps. This plan considers that these gaps are important to the open character between settlements, local views, landscape and estuary setting and maintaining a high environmental quality. To safeguard these features and prevent coalescence a settlement boundary and avoidance of

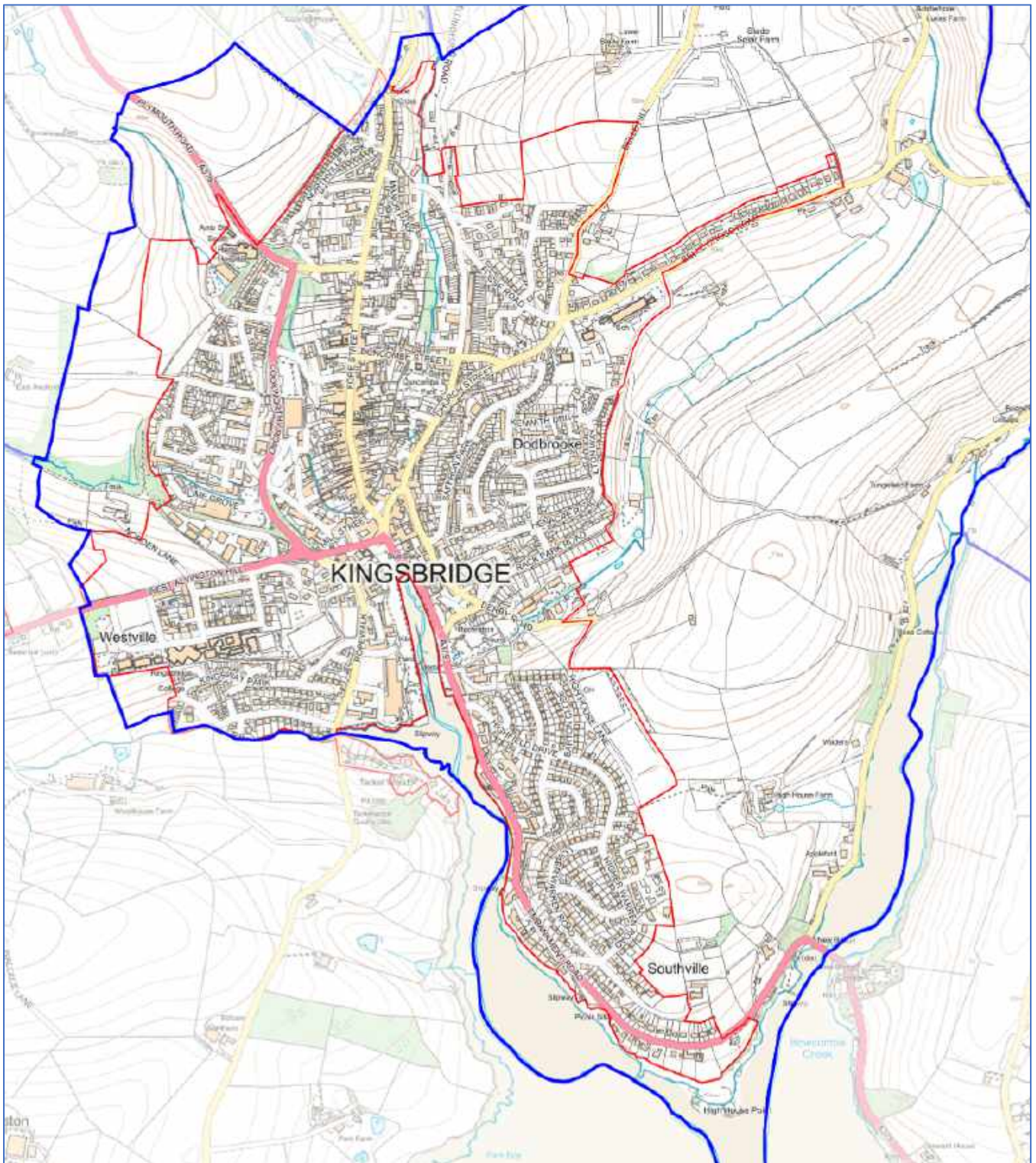


Figure 16 Settlement Boundary for Kingsbridge lined in red, Parish boundary in blue

5.3.2 Local Green Space (LGS); - a number of green open spaces within the plan area are designated as LGS. These have been identified by the community as of special value and hold a particular significance to the place for their beauty and tranquillity, historic significance, recreational value, high environmental quality, richness of habitats and wildlife. The designation helps maintain the open character of the area and helps retain the historic setting of each settlement. Development within the LGS will only be supported if it is minor and necessary for the enhancement of the LGS. The full justification for each LGS and any future enhancements planned is included in Appendix A3.

Policy KWAC Env2 Local Green Spaces (LGS)

The following are designated as Local Green Space. These areas illustrated in Figure 17 and detailed in Appendix A3.

KLGS1	Duncombe Park
KLGS2	Kingsbridge Recreation Ground
KLGS3	Rack Park amenity space
KLGS4	Quay House Grounds
KLGS5	Kingsbridge Community Garden
KLGS6	Treble Park Play Area
KLGS7	Bowcombe Amenity Space.
KLGS8	Brittons Field.
KLGS9	Thomas a Becket Cemetery.
KLGS10	Southville Cemetery.
KLGS11	Montagu Road Play Area
KLGS12	Homelands amenity space
KLGS13	Church Street Gardens
KLGS14	Land at rear of the Old Vicarage, Plymouth Road, Kingsbridge.
KLGS15	Cookworthy Museum Garden
KLGS16	Embankment Gardens, Embankment Road
KLGS17	Wallingford Road Community Space
KLGS18	Treble Park Allotments
WALGS1	Townsend Road/Close
WALGS2	Green open space between the WA village Hall and School
WALGS3	East of village hall
WALGS4	Home Field Amenity Space
WALGS5	Small copse at the top of footpath 5
CLGS1	Land west of St Mary's Church
CLGS2	Grass verge

Inappropriate development will not be supported except in very special circumstances.

Kingsbridge, West Alvington and Churchstow Neighbourhood Plan



KLGS 1



KLGS 5



KLGS 8



KLGS9



KLGS15



KLGS16



WALGS 2



WALGS 4

Views of selected Local Green Space designations, refer to Appendix A3 for the full set of designations.

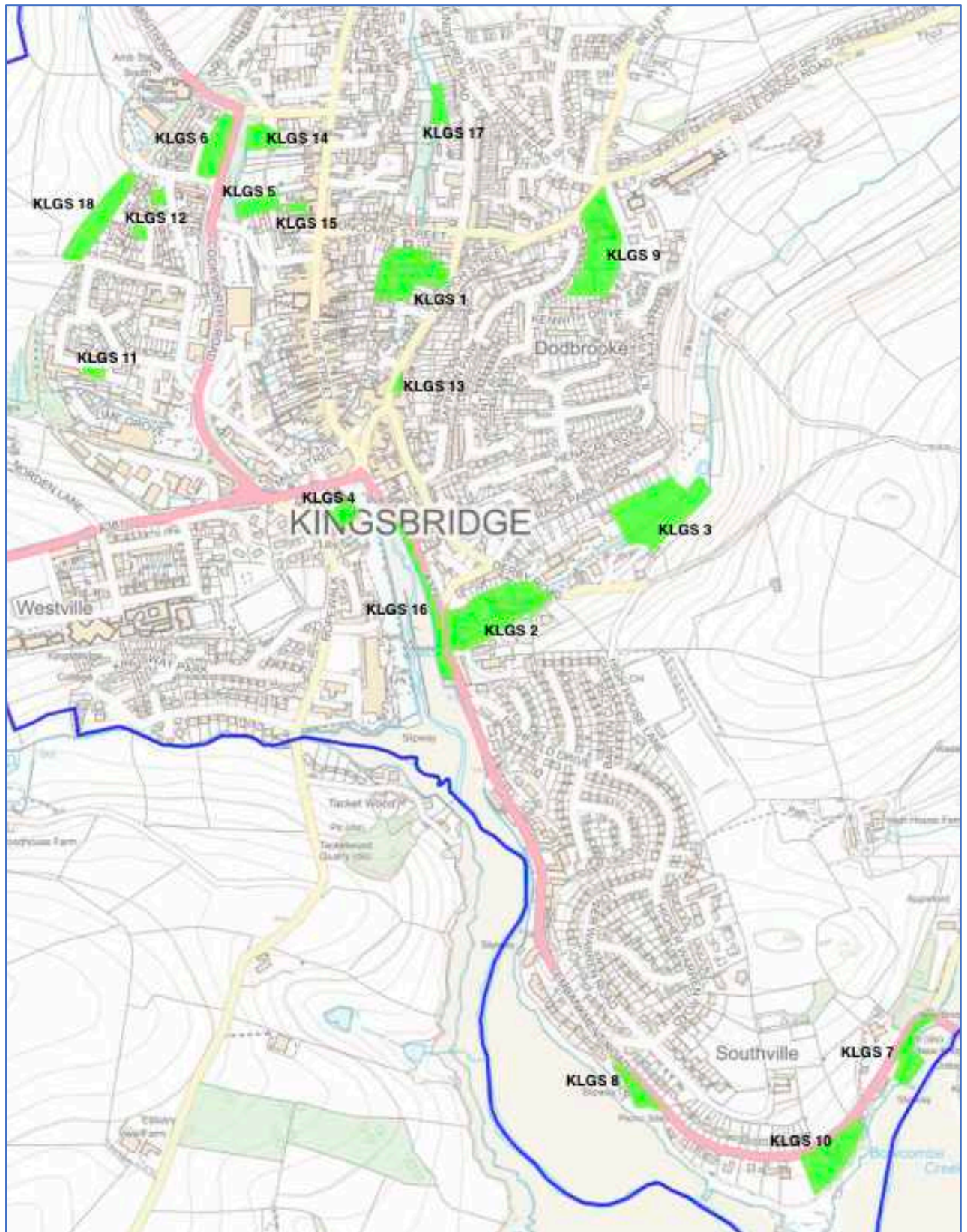


Figure 17a Local Green Spaces Kingsbridge

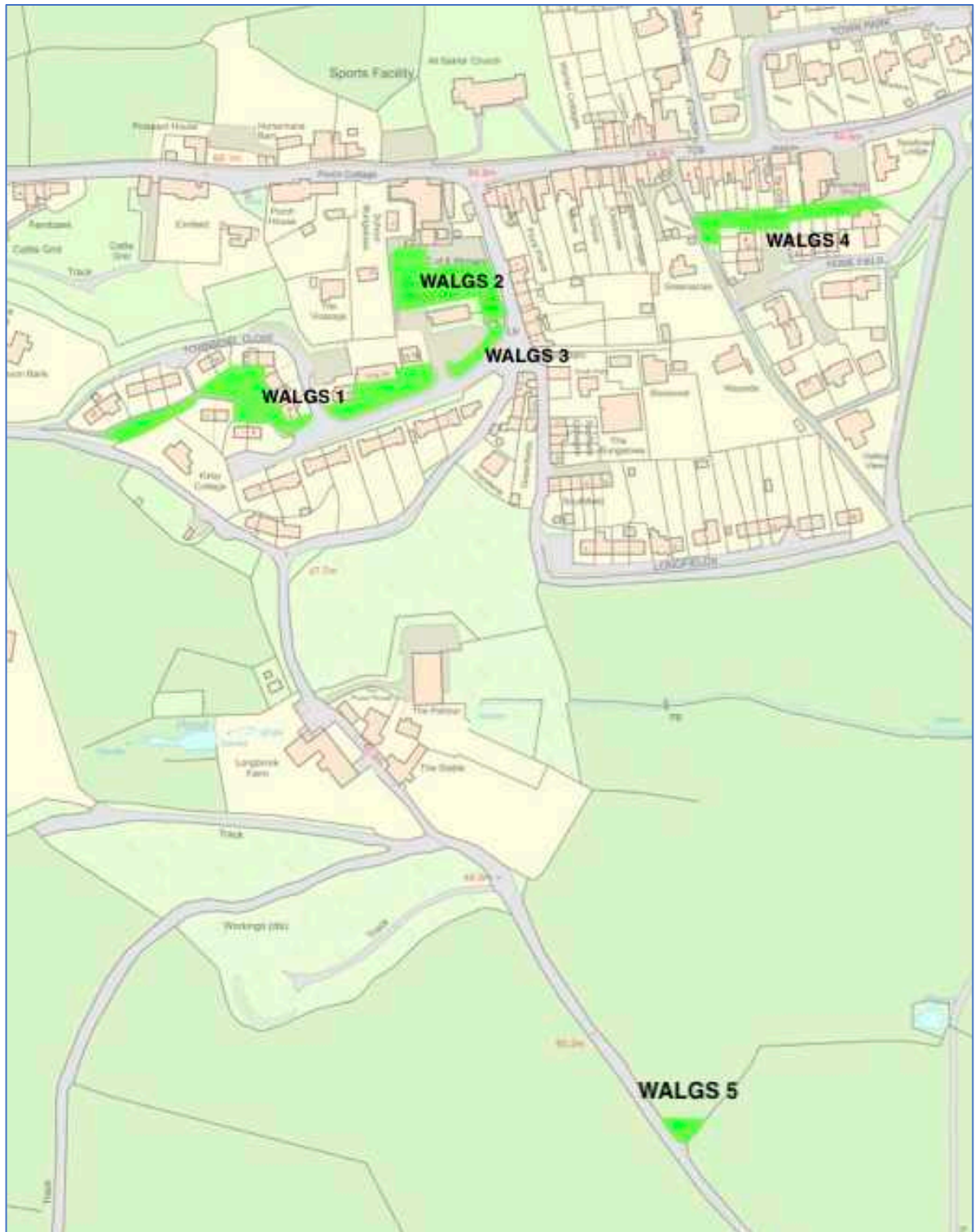


Figure 17b Local Green Spaces West Alvington



Figure 17c Local Green Spaces Churchstow

5.3.3 Impact on the natural environment; the policy below expands and develops at a local level JLP policies Dev 24, Dev 25 and Dev 26 and the planning guidance from the South Devon AONB unit. The local features are described in the Wildlife Resource Map for the plan area (Appendix B17 and Figure 7.8 and 9) and the green corridors identified in this plan(Figure 18 and Appendix B1). The Plan area falls within the Impact Risk Zones (IRZ) of the South Hams Special Area of Conservation (SAC) and the Salcombe Estuary Site of Special Scientific Interest (SSSI). Future development should respect these local features and constraints and promote walking and cycling routes to improve access to the natural and heritage assets of the Plan area. This Plan promotes the NPPF definition of Green Infrastructure (GI) as *'A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities'*.

5.3.3.1 West Alvington and Churchstow parishes fall entirely within the South Devon AONB and a significant portion of Kingsbridge Parish falls within the designation (see Figure 5) The parts of the plan area are also covered by the Devon Undeveloped Coast designation (see Figure 4). These designations carry significant weight when considering development proposals. The revised NPPF (2018) policy paragraph 172 relating to protected landscapes gives great weight to conserving and enhancing landscape and scenic beauty of Areas of Outstanding Natural Beauty, which has the highest status of protection in relation to these issues comparable to National Parks.

5.3.3.2 The landscape character policies of the AONB Management Plan clearly define the special qualities to be respected if development is considered in settlements within the AONB and plan area including:

- Maintaining and enhancing the levels of tranquillity to further ensure this special quality is not further devalued, Policy Lan/P4;
- The importance of the existing skyline and need to protect this against the visual intrusion of insensitive buildings and infrastructure, Lan/P5;
- Protecting long uninterrupted views of the open undeveloped seascape, Lan/P6;
- Help maintain the rural quality and character and the overall setting of the AONB Lan/P7.



5.3.3.3 To support the natural environment objective to conserve and enhance the biodiversity value of the area and SHDC's commitments following their declaration of a Climate and Biodiversity Emergency` this Plan supports biodiversity net gain on all future development following the Mitigation Hierarchy.

5.3.3.4 Green corridors are linear strips of land which link habitats and the wildlife they support. They provide a vital role in allowing all kinds and sizes of wildlife, from mammals to invertebrates, to move safely between home patches which otherwise would be isolated. They promote healthy and resilient biodiversity of plants and animals and help prevent genetic inbreeding and local extinctions. Typical green corridors may be sunken Devon lanes, the banks of watercourses, unsprayed field margins, hedges and strips of woodland. Their essential feature is connectivity, with different types of corridor linking to provide larger and more valuable wildlife resource. Designation should alert Planning Authorities of the need to preserve this connectivity by avoiding development which will, for example, remove sections of hedgerows or clearance of woodland. The protection of existing, and creation of new green corridors is a prime objective of the South Hams Green Infrastructure Framework 2015 and the JLP Biodiversity Network Creation Process 2017 (Appendix B37). The corridors have been developed at a local level in this plan and illustrated in Figure 18 and Appendix B1.

Policy KWAC Env3 Impact on the Natural Environment, South Devon Area of Outstanding Natural Beauty (AONB), green corridors and green infrastructure.

In addition to National and Development Plan policies and guidance controlling development in the South Devon AONB, Undeveloped Coast, countryside and the rural landscape, development within the parishes must demonstrate the following:

- a) an awareness of and management for wildlife corridors through the plan area informed by the green corridors identified in this plan (Figure 18 and Appendix B1) the South Hams Green Infrastructure Framework, and the latest Tree Preservation Orders;
- b) how it maintains and enhances the intrinsic character of the landscapes affected;
- c) why it cannot be accommodated reasonably outside the Undeveloped Coast designation;
- d) how the natural assets and constraints of a development site have been assessed. Substantial harm to or loss of irreplaceable habitats such as ancient woodland, historic boundary features, banks and ditches should be wholly exceptional;
- e) how opportunities for improving public access to and the enjoyment of the estuary and countryside have been included;
- f) A commitment to biodiversity net gain as outlined in JLP Policy Dev 26, SHDC's Climate Change and Biodiversity Strategy (2020) and DEFRA's latest Biodiversity Metric.⁵;
- g) Where appropriate that new biodiversity connectivity routes have been included within planting proposals;
- h) That all new planting shall utilise only native species which are locally appropriate.

⁵ <http://publications.naturalengland.org.uk/publication/5850908674228224>

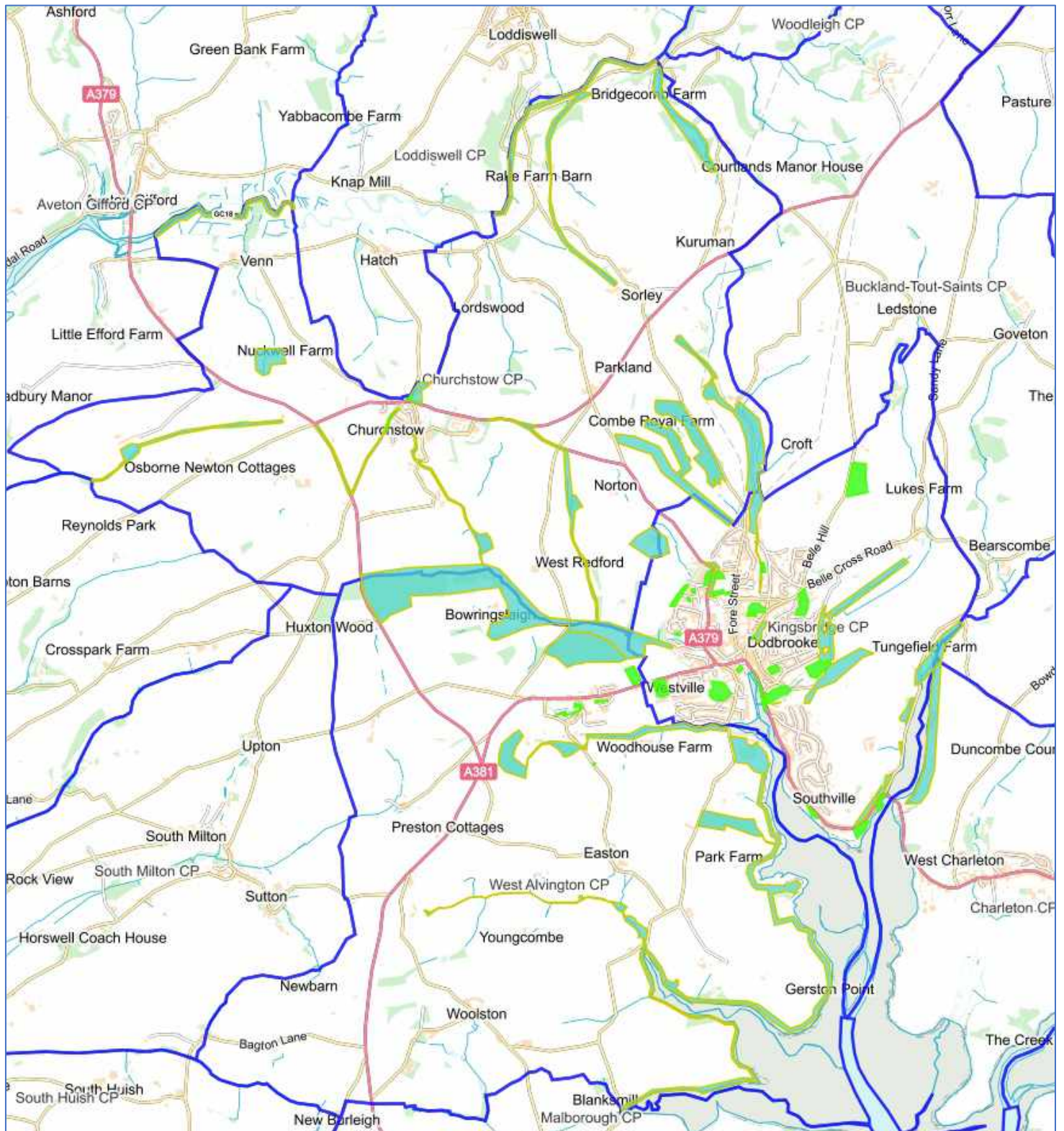


Figure 18 Green Corridors (shaded blue/green) with Local Green Space and Open Space and Recreation (shaded bright green, also see figures 17a,b, c, and d)

5.3.4 Locally Important Views; there are a number of views across the parishes of Kingsbridge, West Alvington and Churchstow from public land and routes that are considered by the community as locally important. These are illustrated in Appendix A4 which includes photographs, a description of each view and the location of the viewpoint. The views to the settlements, estuary, natural and historic features should be safeguarded in all future development within the Plan area. The views help define the landscape character of the AONB as outlined in the latest AONB Management Plan (Policy Lan/P6)

Policy KWAC Env4 Locally Important Views

Locally important views are described below and illustrated in Figure 19 and Appendix A4. The quality of these views within the settlements and to the estuary or the countryside should be safeguarded in any future development within the parishes of the Plan. Development should not be overly intrusive or prominent to the detriment of the view as a whole, or to landmarks within the view.

- KV1 Buckwell Road towards Coombe Royal
- KV2 Saffron Park to Coombe Royal
- KV3 Manor Park to Wallingford Valley
- KV4 Saffron Park to Wallingford Valley
- KV5 Washabrook Lane looking NNE
- KV6 Washabrook Lane to Tunge Lane
- KV7 Water treatment works access road across the estuary
- KV8 Gerston Lane to Southville (detail)
- KV9 Gerston Lane to Southville. (panorama)
- KV10 Darky Lane eastwards
- KV11 Darky Lane to Coombe Royal
- KV12 Fore Street looking South
- KV13 Tunge Lane
- KV14 Buckwell Road to Malborough
- KV15 Saffron Park to St. Edmunds Church
- KV16 Washabrook Valley
- KV17 Sorley Cross to Kingsbridge
- KV18 Vincent Road to West Alvington
- KV19 Town slipway looking East
- KV20 Buckwell Road looking NW
- KV21 Crabshell to Kingsbridge (detail)
- KV22 Crabshell to Kingsbridge (panorama)
- KV23 Plymouth Road (A379) approaching Kingsbridge from Churchstow
- WAV1 Tackett Wood Bridge
- WAV2 Old Salcombe Road Eastwards
- WAV3 Town Park from Kingsbridge showing the green gap
- WAV4 Lower Street Cottages
- WAV5 Main Street West Alvington
- WAV6 Reservoir and green gap between West Alvington and Kingsbridge
- WAV7 Longbrook Lane northwards
- WAV8 Longbrook Wood northwards
- WAV9 Home Field to Kingsbridge

- CV1-4 Merrifield panorama
- CV5 Long Lane to Churchstow
- CV6 Church House Inn
- CV7 Churchstow from the A381
- CV8 Church House Inn and cottages
- CV9 Churchstow to West Alvington



Selected Locally Important Views; refer to Appendix A4 for the full set of views

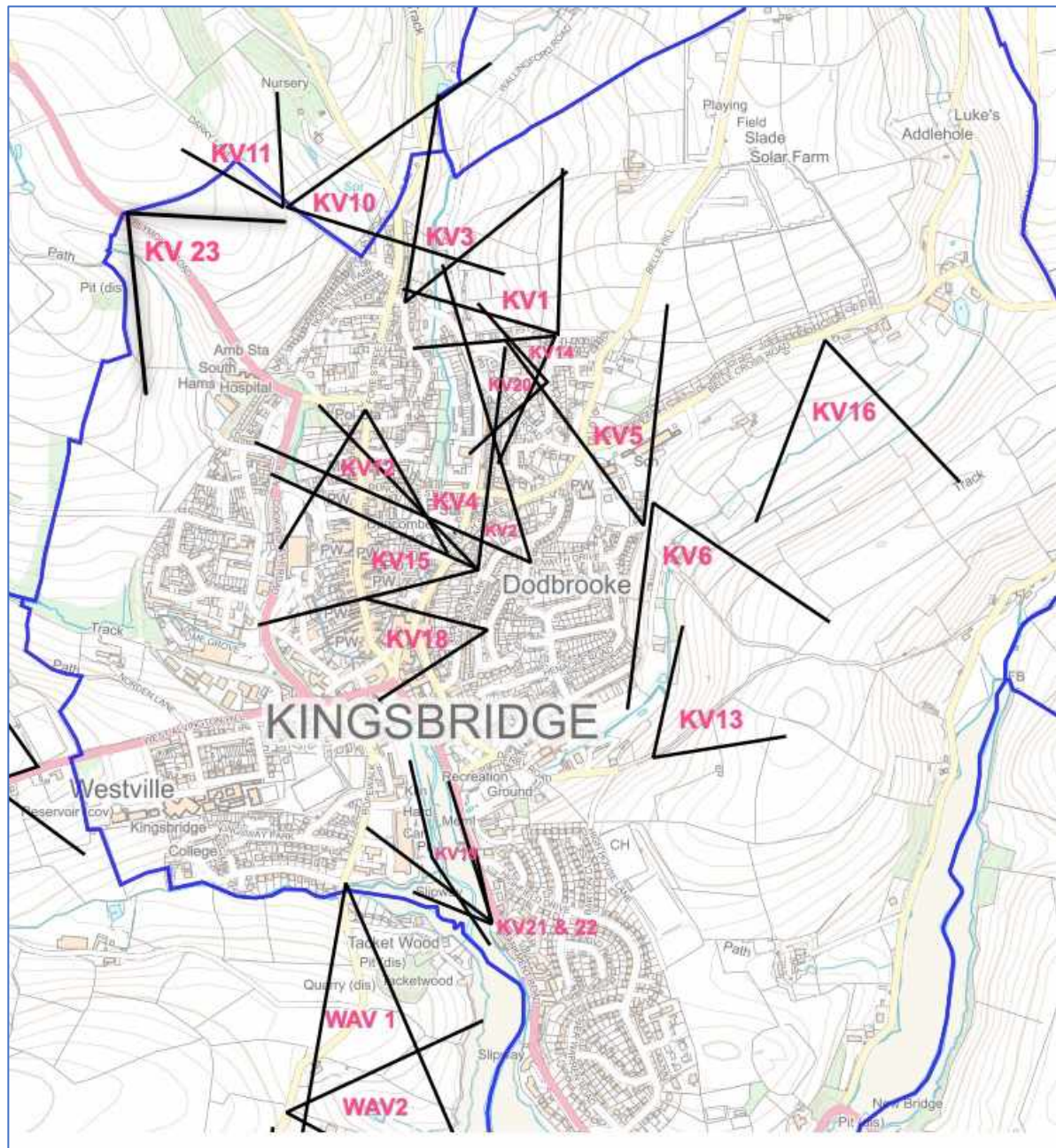


Figure 19A Locally Important Views Kingsbridge

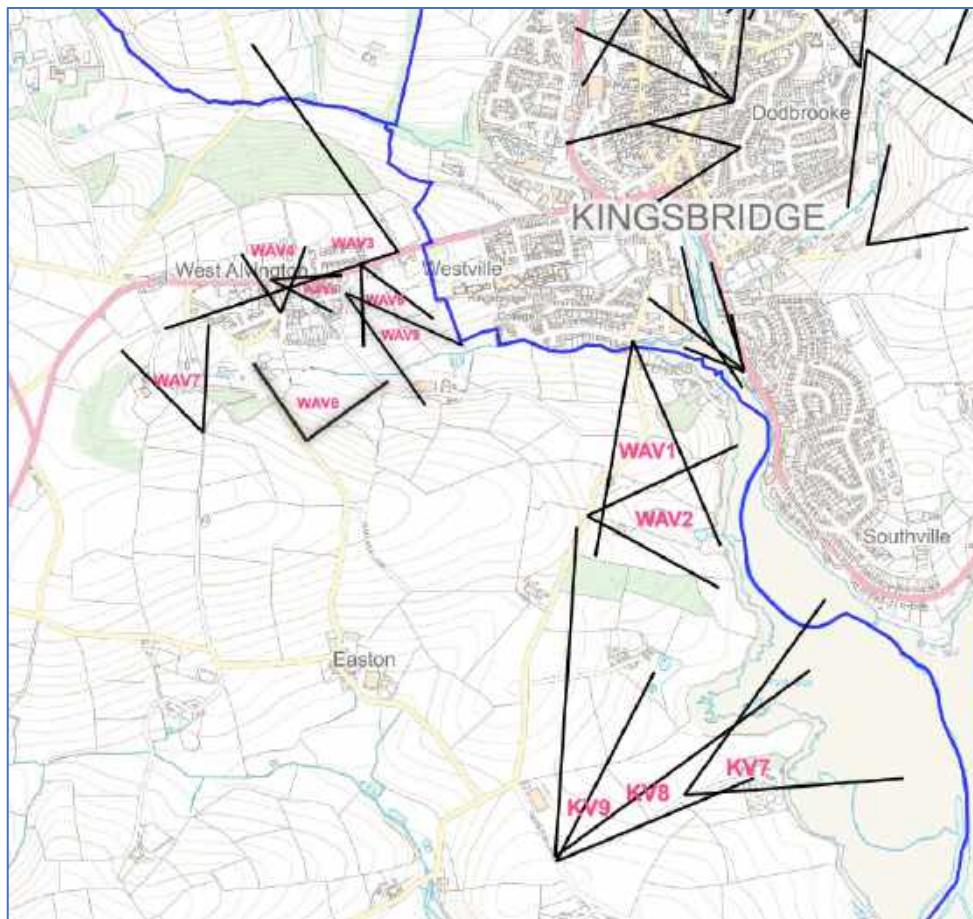


Figure 19B Locally Important Views West Alvington

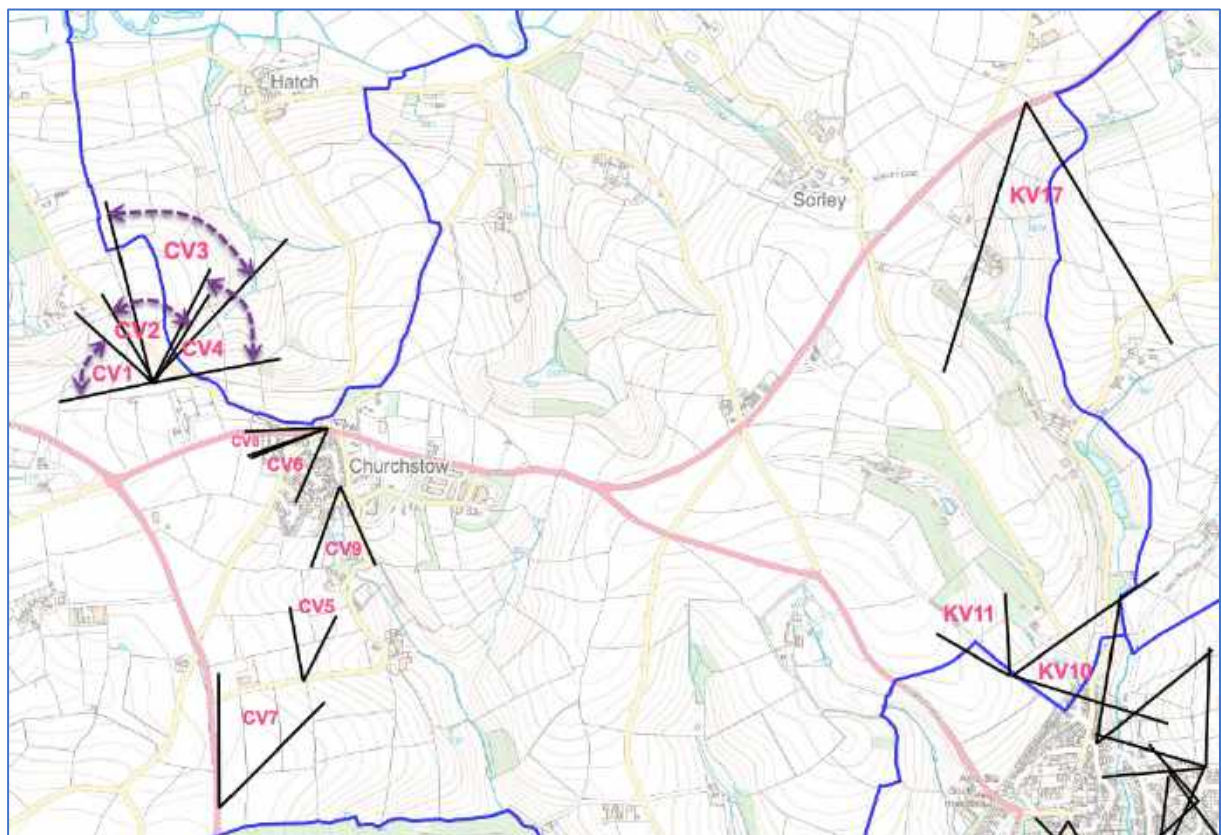


Figure 19C Locally Important Views Churchstow

5.3.5 Light Pollution: New development that increases the level of artificial light is a factor that threatens the survival of protected and threatened local wildlife and adversely affects human health. South Devon AONB Management Plan Policy Lan P4(Tranquility) and LanP5 (Skylines and visual intrusion) seek to reduce the impact of external lighting and nighttime scenic intrusion. When security and other outside lighting is used on private and public premises, including floodlighting, encouragement will be given to ensure that it is neighbourly in its use. All external lighting should be deflected downwards rather than outwards or upwards and should when possible be switched off after midnight; any movement-sensors should be regulated to reduce illumination periods to a minimum.

Policy KWAC Env5 Prevention of light pollution.

Development should not detract from the unlit environment of the Parishes and should minimise its impact on the night sky.

The impacts of a development on dark skies must be considered at application stage following the guidance of the Institute of Lighting Professionals on the impact of bats of lighting schemes (guidance note 8, Bats and Artificial Lighting)⁶

The use of a high proportion of glass in walls and roofs without consideration of the impact on the environment when internally lit will be discouraged.

Security lighting, outside lighting, and floodlighting should only be used where a clear need is demonstrated and be designed to minimize their impact on the night sky with lighting deflected downwards and switched off after midnight.

5.3.6 Risk of flooding; parts of the plan area are classified by the Environment Agency as at high risk from surface water flooding. The Kingsbridge Urban Integrated Drainage Management Plan (Pell Frischmann 2020) refers to the issues. Localised flooding is a regular hazard along existing water courses and around the Kingsbridge Quayside.

A mix of permanent improvements and regular maintenance is supported to eliminate regular flooding at the following specific areas:

- a) Kingsbridge Quayside
- b) Ilbert Road
- c) Mill Street
- d) Bridge Street
- e) Prince of Wales Road
- f) Lime Grove

⁶ <https://theilp.org.uk/resources/#professional-lighting-guides>

Policy KWAC Env6 Prevention of Flooding and the impact on water quality

Development proposals should, where necessary demonstrate that the impact on the existing foul and surface water system has been assessed and includes details of on-site mitigation if required.

Any proposals in the proximity of the Environment Agency flood risk areas illustrated in Figure 20a (fluvial flood risk), 20b (surface water flood risk) and Appendix B19 should have due regard to historic flooding incidents and the reports of these prepared on behalf of Kingsbridge Town Council, Devon County Council and South West Water.

There should be no adverse downstream impacts from water discharge on local streams, leats, flood channels and neighbouring properties.

Proposed developments must not exacerbate water issues within the Salcombe to Kingsbridge SSSI.

Development proposals should incorporate SuDS in accordance with DCC's SuDS for Devon Guidance (2017)⁷ and any sites located within the Kingsbridge Critical Drainage Area (Appendix B40) as defined by the EA should abide by the stricter drainage requirements.



Figure 20A Environment Agency Fluvial Flood Risk Areas Zone 2 light blue, Zone 3 dark blue

⁷ <https://www.devon.gov.uk/floodriskmanagement/document/sustainable-drainage-system-guidance-for-devon/>

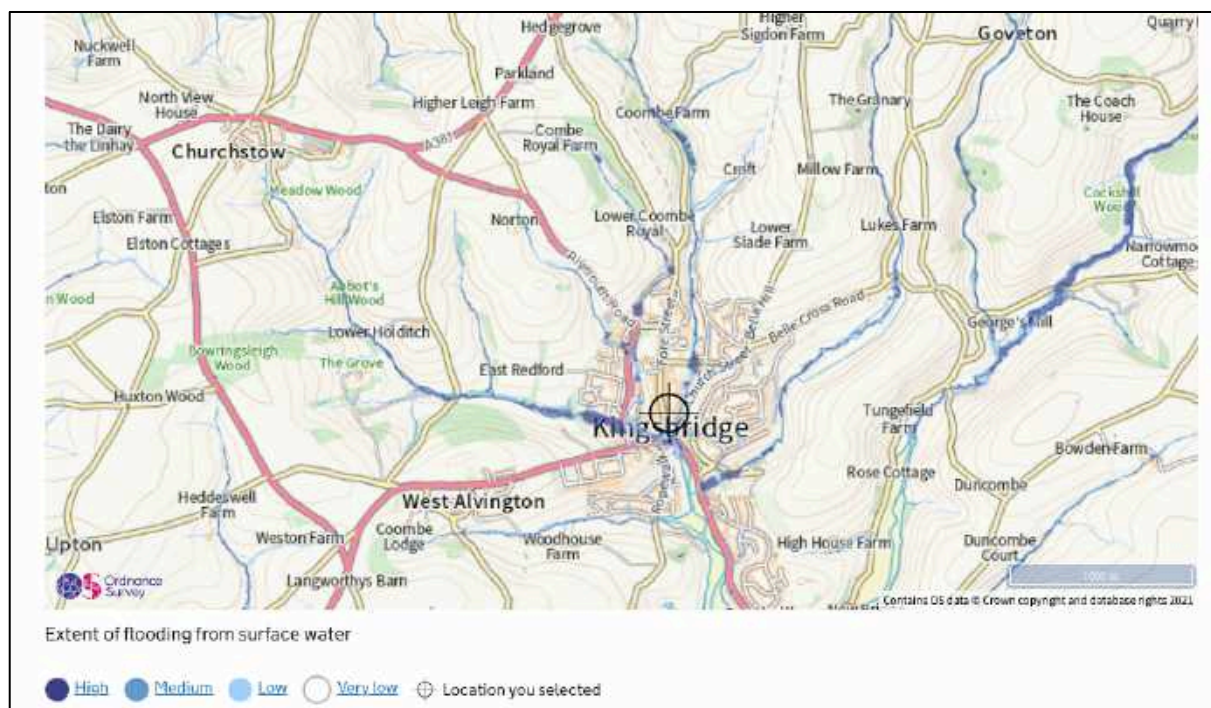


Figure 20B Surface water flood risk⁸

5.3.7 Carbon Reduction; this plan supports and develops at a local level JLP policy DEV32 (Delivering Low Carbon Development) The policies of this plan will also link to the findings of the Net-Zero Task Force⁹ that has been appointed by the Devon Climate Emergency Response Group – made up of Devon’s councils, emergency services and business groups – to deliver the Devon Carbon Plan. The Carbon Plan lays out in stark terms what every resident, organisation and business must do to reduce emissions and safeguard the planet for the next generation.

Policy KWAC Env7 Carbon Reduction

This Plan supports and encourages development including works to existing buildings that is designed and constructed to the highest standard of sustainable design and construction, energy efficiency, incorporating on-site renewable energy production, and carbon reduction.

All development within the parishes should demonstrate an awareness of the Devon Carbon Plan.

The use of recycled and natural materials sourced within Devon is encouraged.

The Parishes will work with SHDC to encourage householders and businesses to upgrade their premises and adopt practices and lifestyles that reduce their carbon

⁸ The surface water flood risk mapping can be obtained from: <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map?eastings=273484&northing=44242&map=SurfaceWater>

⁹ <https://www.devonclimateemergency.org.uk/devon-carbon-plan/>

footprint and achieve low and ideally zero carbon emissions. This will include energy conservation, reduction of waste and avoidance of single use plastics.

5.3.8 Renewable Energy; this plan supports and develops at a local level JLP Policy Dev 33 (Renewable and low carbon energy (including heat)). Through the consultation process the community have expressed interest in supporting more renewable energy generation in the parishes. Not all technologies are appropriate for this sensitive landscape; there is potential for biomass, hydro-electric, heat pumps and small scale roof mounted solar. Additional solar farms or wind turbines are not considered suitable for the parishes.

Policy KWAC Env8, Encouraging renewable energy

Where planning permission is required the development of small-scale renewable energy generation with supporting infrastructure will be encouraged, this includes:

- Biomass; coppicing local woodland and hedgerows;
- Hydro; power generation from local watercourses;
- Small scale solar power when roof mounted on domestic, employment and agricultural buildings;
- Ground source and air source heat pumps;
- Community energy projects involving the above technologies.

Wind turbines and large-scale ground mounted solar power are not considered appropriate methods of generation within the South Devon AONB part of the Plan area. For the purposes of this policy small scale is defined as less than 50Kwp.

5.3.9 There is an existing community allotment plot serving Kingsbridge at Trebble Park which is sufficient for the plan period however there is a shortage of such plots evidenced by waiting lists in West Alvington and Churchstow. The location of new provision should be generally accessible by foot within or adjacent to the settlement boundary for each parish.

Policy KWAC Env9, Allotments

The plan supports the retention of community allotments at Trebble Park, and Wistaria Place, Kingsbridge and to the North of West Alvington Hill. The importance of these assets to the community, and local food production is recognised and the re-purposing or encroachment on these existing sites will not be supported. The need for further provision should be monitored in line with demand from increased waiting lists and the needs of new residents.

Where appropriate development that includes provision for community allotments will be supported.

5.3.10 Trees and hedgerows perform a number of important roles in supporting biodiversity, providing attractive shade/shelter and generally improving health and amenity. Trees will also help the plan area adapt to the effects of Climate Change. Planting more street trees in strategic spaces is a key priority of the community. New development should include the provision of suitable tree planting where appropriate.

Policy KWAC Env 10 Promotion of tree planting

Development where it is demonstrated that the proposals achieve a net gain in biodiversity and carbon capture through additional tree and other planting and appropriate land management will be supported.

Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) will be refused, unless there are wholly exceptional reasons, and a suitable compensation strategy exists. Proposals should be designed to retain trees of arboricultural and amenity value. Proposals that impact on existing trees should be accompanied by an assessment of the health and longevity of any affected trees.

New tree planting should use only native, locally appropriate species, must not conflict with and should complement wildflower rich grasslands.

Community based initiatives to plant trees and enhance biodiversity, wildlife habitats and corridors within the plan area will be supported where appropriate.

5.3.11 Paragraphs 99 of the NPPF 2021 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Policy KWAC Env11 Open Space and Recreation Spaces

The following areas are identified as areas of open space and recreation. These areas are illustrated in Figure 17d.

KOSR 1 Tennis Club, Ebrington Street.

KOSR 2 Kingsbridge Community College (KCC) All-weather pitch

KOSR 3 KCC grass area to front of main entrance (old Cricket Pitch).

KOSR 4 KCC Playing Fields and rugby pitch to south and east (over A379) of school.

KOSR 5 Rugby pitch, Belle Hill.

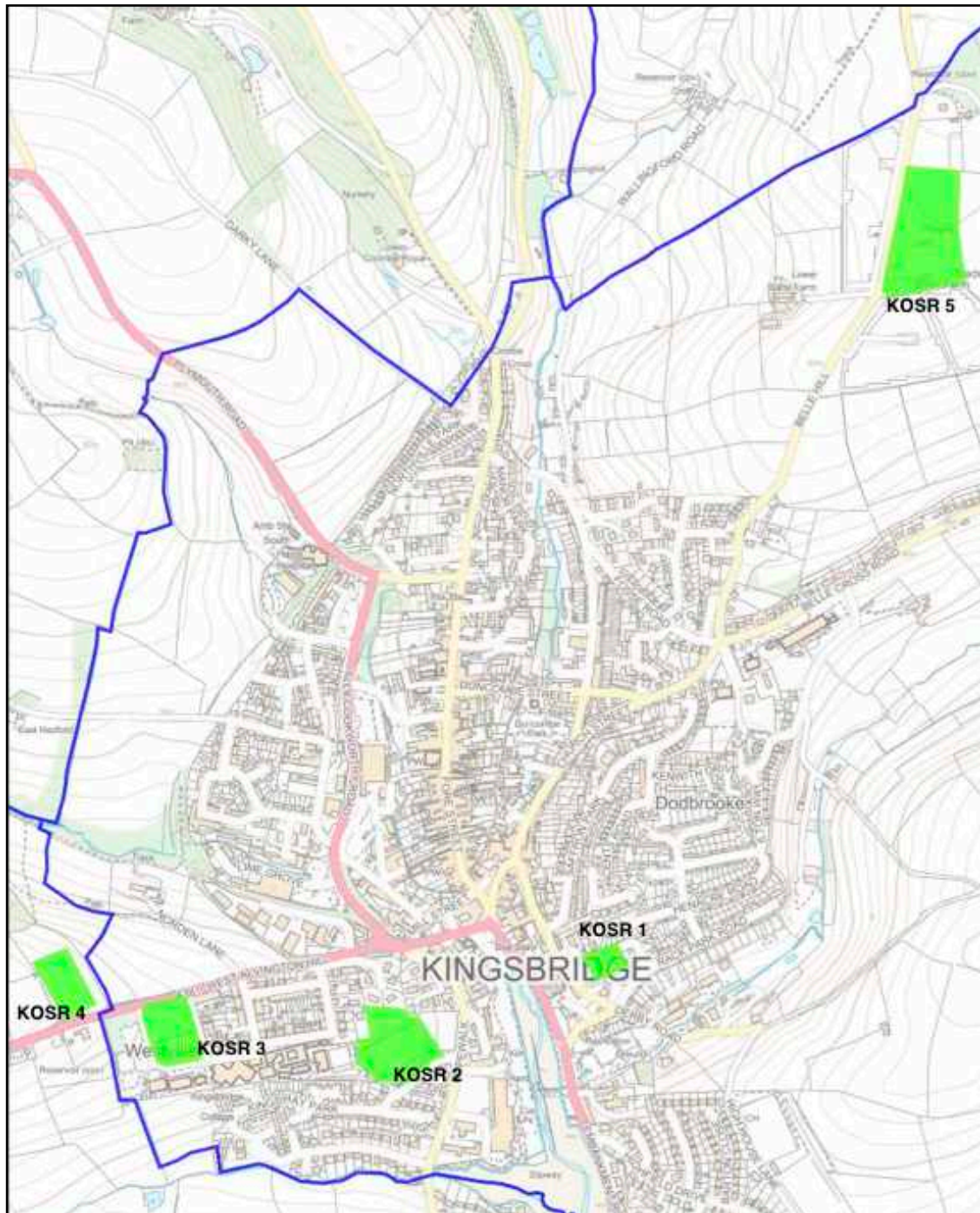


Figure 17d Areas designated for Open Space and Recreation

5.4 Theme 2 Housing and Homes

5.4.1 Purpose of the theme policies

This plan supports the greater provision of truly affordable dwellings in Kingsbridge primarily for local people. This includes homes for all ages but particularly young families and the elderly. All provision should respond to local need in both the open market and rental sectors. Evidence supporting the Plan's housing policies is included in Appendix A7 and the Housing Needs Assessment 2021 (HNA) included as Appendix A8. The policies should address concerns that many recent new build housing developments are or will become second homes and rental properties. The plan supports where appropriate the use of Previously Developed Land ('brownfield') for housing sites, and this should be prioritised over greenfield sites. In parallel with the plan a locally led delivery strategy is proposed that prioritises truly affordable homes that are sensitive to their rural setting. Beyond meeting a proven need for affordable housing for local people no additional new build housing provision is supported in Churchstow.

5.4.2 The KWAC HNA 2021 produced by consultants AECOM in support of the housing policies of Plan focused on affordability issues and included justification of the levels of discount levels for First Homes, policy guidance on tenure mixes and on size mix. The assessment also establishes the challenging affordability context in which the second homes issue should be viewed. In more detail the HNA covered;

- The estimated costs of every tenure of housing (and some permutations within them by dwelling type, income dedicated to rents, and discount levels).
- Calculations about the scale of need for affordable rented housing and affordable home ownership.
- A list of considerations that might be taken into account influencing affordable housing tenure mix.
- A model that anticipates dwelling size needs according to demographic trends.
- Assessment of the current level of second homes in the Plan area with policy advice on introducing a Principal Residence requirement subject to the outcomes of the latest census.

5.4.3 Getting genuinely affordable housing built in any quantity in our area is a long recognised need for the local community. It was identified as a major local issue in 2003 in the Kingsbridge and Salcombe Area Market and Coastal Towns Initiative report "Action 2020 – Community Action Plan". (See Appendix B7) Both central government and SHDC have only recently started to recognise the market limitations of their current affordable housing policies in areas of high market prices and low local wage levels. Attempting to fund vital low cost housing by cross subsidising the building cost from commercial developments clearly does not produce the necessary volume of truly affordable new homes. The definition of 'affordable' as being a maximum of 80% of open market prices is still too expensive for the local average level of salaries. The recently published (2021) South Hams District Council Housing Strategy for 2021-26 prioritises the provision of new housing to meet known local need rather than open

market housing. This includes a significant focus on affordable homes for lower income households. The SHDC research evidence underpinning the strategy provides a general rationale for the plan's affordable housing policies based on established local needs.

5.4.4 A review of the Indices of Multiple Deprivation (IMD) 2015 and 2019 (see Appendix A6) indicated that the plan area performs poorly in the domain covering barriers to housing and services and falls within the lowest 10%. The domain measures the physical and financial accessibility of housing and local services. The indicators used cover two sub-domains: covering the physical proximity of local services and the issues relating to access to housing such as affordability.

Policies

5.4.5 Proposals for **affordable housing** development on the sites identified in the Plymouth and South West Devon Joint Local Plan 2014 -2034 (JLP) and this plan will be supported.

Policy KWAC H1 Affordable Housing within Settlement Boundaries

Proposals for affordable housing development within the settlement boundaries will be supported where:

- a) The number of affordable homes to be delivered is in line with the need as defined by the Housing Needs Assessments, Devon Homes Choice or the local affordable housing register in place at the time and where a need has been identified, includes custom and self-build plots where feasible.
- b) The range and size of dwellings especially single bed units is in line with the need as defined by Devon Homes Choice.
- c) Housing for the increasing number of older people, and those with special needs in the parishes is provided.
- d) Homes are proposed for rent, purchase and shared ownership. Based on the recommendations of the HNA for this Plan and subject to viability approximately 75% of Affordable Housing units should take the form of rented tenures such as social and affordable rent, with the remaining 25% as affordable routes to home ownership, focused on First Homes where appropriate.
- e) They provide discounted 'First Homes' for young families shall be provided in line with National Policy and guidance. To respect the evidence of the Housing Needs Assessment (Appendix A8) discounts should be, subject to viability approximately 50% on a new home price to ensure First Homes are affordable to local incomes.
- f) Homes should be occupied by people with a local connection which is defined within the SHDC Adopted Local Allocation Policy (2017). The early needs of key workers (e.g., health, fire brigade and lifeboat crew) should be considered exceptional circumstances under the provisions of the allocation policy.

g) Affordable housing for sale is subject to a legal restriction to ensure the homes remain affordable and that the discount is maintained in perpetuity;

Such developments could include proposals for Community Led Housing.

5.4.5 Market Housing

The delivery of new open market housing within Kingsbridge and West Alvington Parishes is supported on allocated sites within the JLP and earlier Development Plans and infill sites within the settlement boundaries providing the housing meets the local need. The allocated sites are shown in Figure 21.

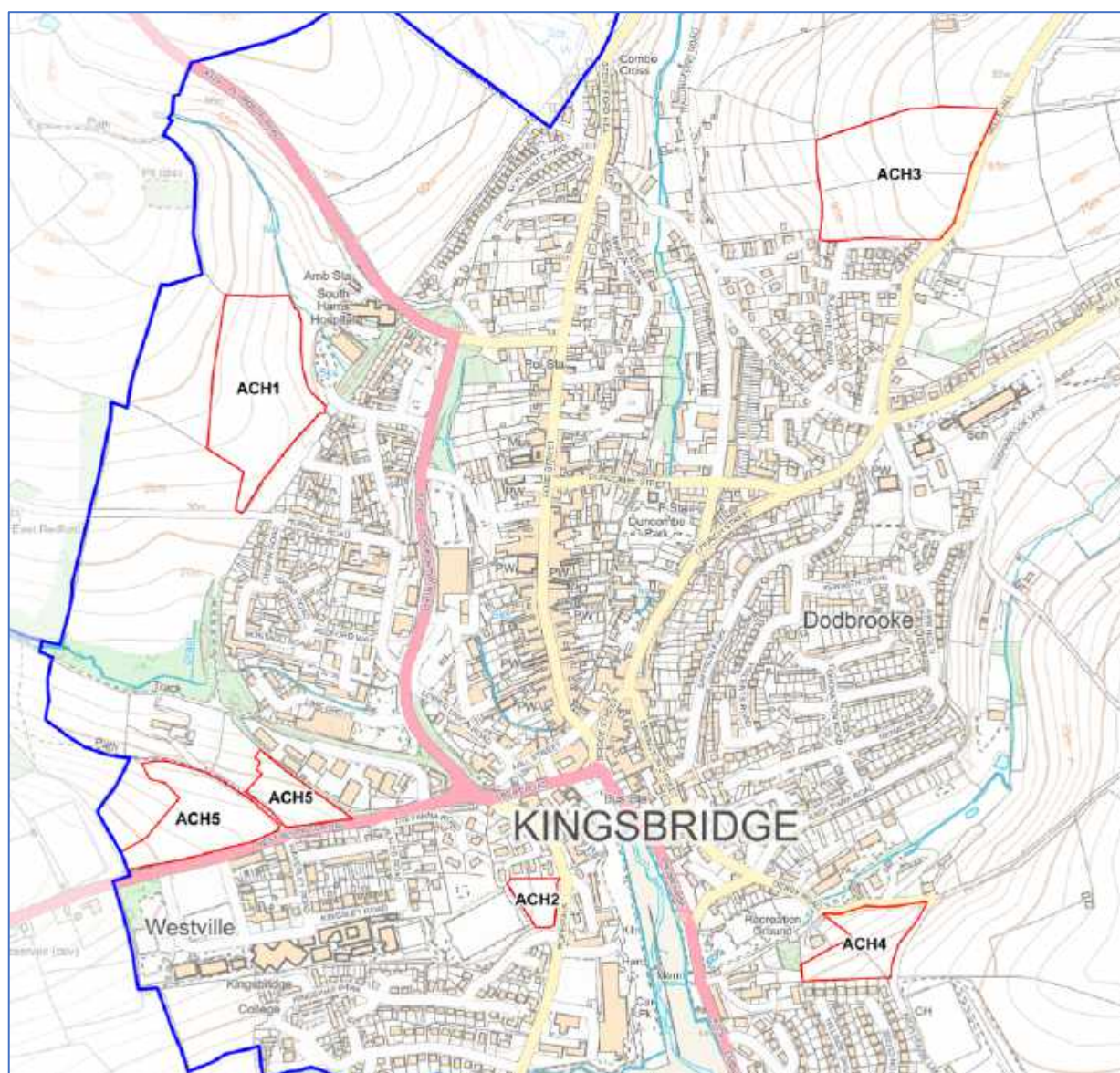


Figure 21 Allocated Housing Sites within Kingsbridge Parish (lined in Red)

A summary of the allocated sites is as follows:

Ref no. on Fig. 20	Title and Development Plan Ref.	Total no. of homes	No. of affordable homes	Status
ACH1	TTV12 Trebble Park	111	TBC	Allocated
ACH2	TTV10 Ropewalk	60	TBC	Allocated
ACH3	TTV 11 Belle Hill	96	28	Under construction
ACH4	K4 Garden Mill	32	3	Allocated & consented
ACH5	K5 West Alvington Hill	52	16	Under construction

Policy KWAC H2 Market Housing

Proposals for market housing will be supported within allocated sites of the JLP, on infill sites within the designated settlement boundaries of the Plan or as part of an exception site as set out in Policy KWAC H3 (If market housing is required to cross subsidise the affordable housing scheme). The housing should respond to local housing needs in terms of type, size, special needs, and tenure. Consideration should be given to provision of housing solutions for young families and the increasing number of elderly in the parishes in the form of development aimed at older persons, including market sale sheltered, extra care or assisted living housing. This Plan also supports opportunities for existing residents to downsize and make more larger units available to the market.

5.4.6 The use of **Exception Sites** to deliver affordable housing will be supported in line with National Policy and JLP Policy TTV27. A site will only be permitted if it meets a proven need for affordable housing for local people as stated in Policy KWAC H1 and that management of the scheme will ensure that the dwellings continue to meet such proven needs for initial and subsequent occupiers.

5.4.7 Settlement boundaries are designated for Kingsbridge, West Alvington and Churchstow as shown in Figures 14, 15 and 16. Proposals for residential development on sites adjoining the settlement boundary which would not otherwise be released for open market housing may be permitted, provided that it can be demonstrated that the development should not have an unacceptable impact on the visual and landscape amenity of the area, the AONB, and the design is in compliance with the South Devon AONB Management Plan and AONB Planning Guidance. A safe and suitable pedestrian route to the settlements should be provided. At South Hams District Council's discretion, a small number of market homes may be permitted where necessary for the development to be financially viable.

Policy KWAC H3 Rural Exception Sites outside the settlement boundaries.

This plan supports the use of Rural Exception Sites to deliver affordable housing where they comply with National Policy and JLP policy TTV27 and all other relevant policies in the Development Plan.

5.4.8 This plan supports the provision of a full time principal residence policy within all parishes applied on all new build housing should the situation arise when the impact of second home ownership can be adequately evidenced to support the introduction of a such a policy. Second home ownership makes a valuable contribution to the local economy and social fabric of the parishes however, their sustainability will be compromised if the number of properties that are not occupied on a permanent basis increase significantly beyond existing levels.

5.4.9 The HNA 2021 (Appendix A8) considered the current extent of second home ownership in KWAC and related trends. It found that there is a fairly substantial quantity of second and holiday homes in the neighbourhood plan area, with minor deviations across the three parishes. The 2011 Census counted 364. Uplifting this figure with reference to the rate of growth in commercial holiday lets in the component areas of KWAC from 2011-2020 suggests a current total of around 486 units. This is approximately 14% of all properties. The likely growth in this indicator dovetails with a context of dramatically worsening affordability in KWAC that is evidenced in the HNA.

5.4.10 SHDC supports in principle the inclusion of a Principal Residence Requirement within Neighbourhood Plans where such a requirement is justified. In response to the question from the JLP Examination Inspectors whether ‘a restriction on the use of new dwellings as holiday homes was justified in the South Hams?’ JLP Council’s response was as follows: ¹⁰

8.94 The number of homes not used as primary residence is particularly high in the South Hams part of the TTV. Both South Hams and West Devon received a substantial sum of money to deliver more affordable homes through the Community Housing Fund in recognition of this. Evidence also exists of in HO3, HO9, TP3, SHMA and CTB1 (council tax reports) and the Strategic Housing Market Assessment Part 1: The Housing Market Area and Updating the Objectively Assessed Need (HO13).

8.95 At this time it is considered that the appropriate mechanism to bring such a policy forward is a Neighbourhood Plan. It is through NO (sic) that the above District / Borough wide evidence can be reviewed, analysed and supplemented with a view to informing the need, justification and effectiveness of a restrictive policy.

8.96 To this end the Council (South Hams) resolution of 15 December 2016 stated that ‘this Council notes the ruling of the High Court (Case No: CO/2241/2016) in support of a housing policy known as ‘H2. Full Time Principal Residence Requirement’ as set out in St Ives Area Neighbourhood Development Plan and which provides that: ‘New second homes and holiday lets will not be permitted at any time ...’ and ‘supports Town and Parish Councils within the South Hams District to adopt similar policies in their own Neighbourhood Development Plan’

¹⁰ PSWDJLP Examination Hearing Statement Matter 8 Question 8.5(vi)

<https://www.plymouth.gov.uk/sites/default/files/JLPCouncilsResponseMatter8PolicyAreaStrategiesThrivingTownsVillages.pdf>

5.5 Theme 3 Employment, Economy and Training

5.5.1 Purpose of the theme policies

Sustaining the local tourism industry and activities that support it, such as marine and land-based leisure is the highest priority for this theme. The plan supports a vibrant high street with independent shops and mechanisms to attract people to the town, such as lower parking charges, free toilets, and more regular events and markets. Promotion of more employment opportunities is supported within Kingsbridge and West Alvington that reduce the need for commuting, provide opportunities for young people, and increase household incomes. Broadening the types of employment is encouraged in the town and villages by supporting knowledge-based businesses, flexible office space that aids expanding and start-up businesses. Heavier industrial uses should be limited in the town and villages and must be compatible with the transport infrastructure and surrounding residential neighbourhoods. Support for rural and sustainable farming related businesses. Promote links to training providers, colleges and universities. No additional business development is supported in Churchstow.

5.5.2 Economic Strategy Research

The economic strategy research by JOHT Resources Ltd (Nov 2020) commissioned for the Plan (Appendix A6) indicates that the plan area and its wider hinterland are quite well contained with around 50% of the working population both living and working here. Maintaining a strong level of local employment is therefore important, both to provide for the local population and because it supports wider sustainability goals e.g. in pursuing a low/zero carbon economy. In 2017 Kingsbridge performed well on a 'town centre health check' (Appendix B11) providing a strong local centre focus for the area. This emphasises the need to ensure that the Kingsbridge area continues to provide that vital local centre role for its residents and the surrounding area. The five sectors which collectively amount to about 61% of employment in the KWAC parishes were in order of magnitude wholesale/retail, construction, health and social work, accommodation and food services and education. The balance of employment by sector is both a strength and a potential issue. The strength is that it is supporting the local service centre role of Kingsbridge and the wider area. The issue is that some of these sectors are lower paid, lower productivity sectors. Aspirations of this plan to rebalancing of sectors must be achieved without damage to the existing and important service sector business base. A research paper commissioned by the Royal Town Planning Institute in 2018¹¹ on settlement patterns notes that concentration of people, resources and activities helps to generate economic growth, better use of resources and innovation. Increased accessibility can aid business clustering, complementarity,

¹¹ Settlement patterns, urban form and sustainability – an evidence review. Royal Town Planning Institute. Research Paper, May 2018.

supply chains – but can lead to congestion and other issues. It discusses increased density and land use mixes to encourage modal shift from the car to walking, cycling and public transport; with a reduction in car use meaning excess car parks/road space can be put to more productive uses. The employment policies of this plan set out to support additional and intensified employment sites within the existing urban area.

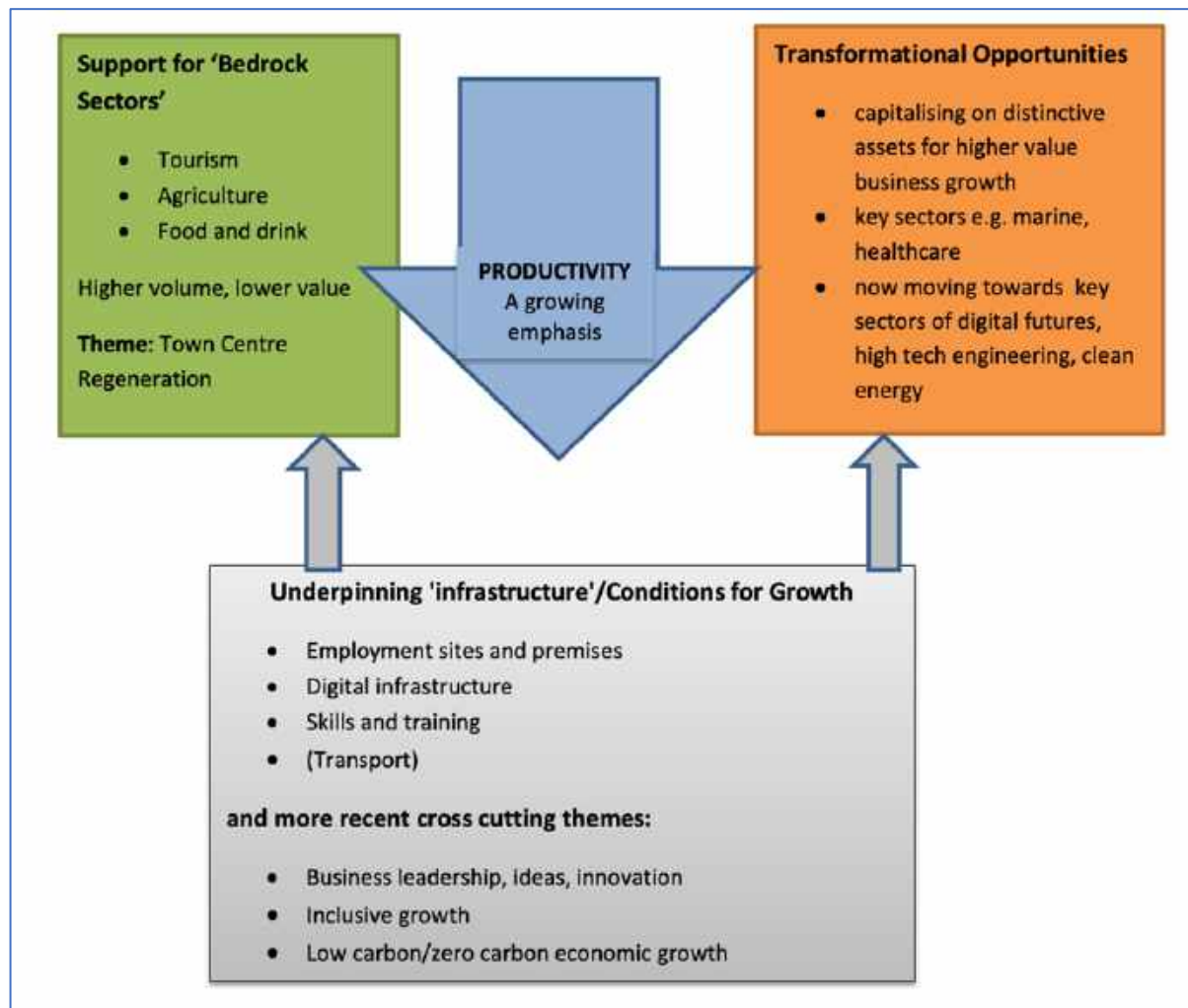


Figure 22 summary of Economic Policy Review by JOHT Resources 2020

5.5.3 The community survey held in 2019 elicited a number of policy and aspiration proposals that included:

- Keeping existing employment land in employment use and expanding such uses.
- Encouraging some businesses who don't need a central site to consider relocation to another site in the area, enabling re-use of some sites which in turn could help to e.g. bring in new employment uses, enable small start-up premises.
- More training and meeting spaces to support home working.
- Town centre public realm improvements and more pop-up uses.
- Support for 5G infrastructure provision.
- Mentoring of new business start-ups including those coming into the area.
- Marketing Kingsbridge as a good work-life balance location – to draw in new business

5.5.4 This plan supports all new employment development that will help businesses improve productivity. Key higher value (transformational) sectors will be encouraged as well as supporting existing sectors to work smarter through carbon reduction and embracing digital technologies. This plan supports and endorses the work of Team Devon and the Devon COVID 19 Economy and Business Recovery Plan.

Policies

5.5.5 This plan supports the **development and or redevelopment of employment land** and premises in the plan area that maximises potential for increased local employment with more and flexible business spaces. New development or re-development should integrate alternative and low carbon energy and energy efficiency measures in all facilities and land uses. New employment development should also respect the provisions of policies KWAC Env7 (Carbon Reduction) and KWAC Env8 (Encouraging renewable energy)

Policy KWAC Em1 Safeguarding of Existing Employment Uses.

The change of use of existing employment sites will only be supported in exceptional circumstances and in accordance with the provisions of Policy DEV14 of the JLP.

Where the loss of an employment related site is justified as no longer viable the applicant must demonstrate through an independent assessment that the vacant unit has been actively marketed and offered at a reasonable sale price (comparable with valuations achieved elsewhere in the District) for a minimum period of 1 year.

5.5.6 The KWAC area and hinterland has various employment and industrial estates. These sites are listed in the economic strategy research produced for this plan and included as Appendix A6. These sites accommodate a number of employers that support the local service activities. Two sites in particular; - Lower Union Road and

Policy KWAC Em2 Sites at Lower Union Road and Orchard Industrial Estate.

Proposals for renewal and regeneration of sites at Lower Union Road and Orchard Industrial Estate will be supported where:

1. The existing employment sites are not compromised, and proposals are in conformity with JLP Policy DEV14.
2. If they include ancillary retail and residential uses forming part of live work or small infill developments, they should complement existing uses. In such mixed use developments only user class E (commercial, business and service) employment related uses will be supported.

In order to consider improvements on a comprehensive basis rather than piecemeal development a development brief for the regeneration of Lower Union Road , Orchard Industrial Estate and the adjacent Western Backway has been prepared for information and included in Appendix B33. Proposals in the area described in figure 23 should respect and respond to this brief.

5.5.7 This plan supports sustaining the existing level of retail uses in the **Primary Shopping Area**. The extent of the area is included in the Plymouth and SW Devon JLP Supplementary Planning Document (July 2020) and illustrated in Figure 23 This policy develops and expands JLP Policy Dev 18.4 and the encouragement of User Class A1 and limits on non-shopping uses (A2 and A3) at ground level (all A uses now revised to User Class E Commercial Business and Service from 1st September 2020). The 40% of the overall number of units being in non-Class A1 uses stated in Dev18.4 for Kingsbridge should be considered a maximum and should be significantly lower in line with current usage. This plan supports all measures to enhance the central shopping area by attracting funding and town centre regeneration initiatives.

5.5.8 Planning consultants Lichfields in their July 2020 Insight Report on supporting the recovery of town centres ¹²noted that town centres had already been going through major restructuring pre – pandemic, which has now been accelerated by it. It notes some recent factors of change as including:

- An increasing functional demand to work remotely;
- An increasing demand to shop remotely and more locally, alongside a decreasing demand for retail floorspace;
- More homes being delivered above ground floor uses in and on the edge of town centres;
- Greater representation of schools, health centres and local community and learning uses on the high street;

¹² Supporting the recovery of high streets and town centres, Insight Report, July 2020, Lichfields

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- Greater sharing of uses and across a longer opening time – it cites examples such as cycle shops becoming community cycle hubs in the evening or daytime coffee bars becoming evening wine bars;
- Investment in public realm and local markets to reinvigorate high streets

It suggests a positive approach to planning for town centres is needed, including supporting independent businesses, and attracting new investment.

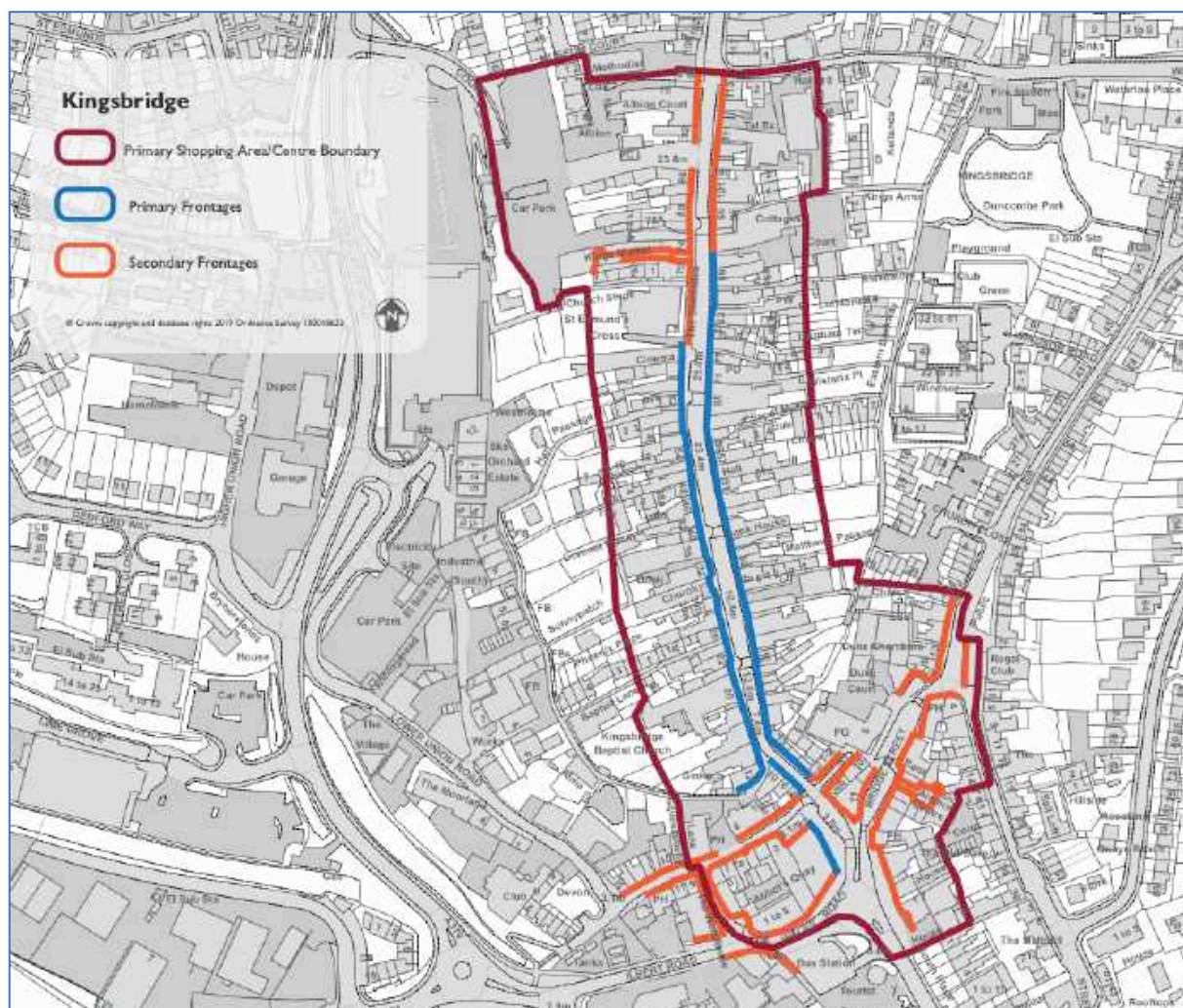


Figure 24 Primary Shopping Area Kingsbridge, Source JLP SPD July 2020

Policy KWAC Em3 Support for the central shopping area of Kingsbridge

A development brief for Kingsbridge Primary Shopping Area has been prepared and included in Appendix B32 All development in the area should respect and respond to this brief.

At upper levels of the Primary Shopping Area this plan supports development of flats over shops in vacant or under-used accommodation. Ancillary uses will be supported providing they do not undermine the shopping and historic characteristics of Fore Street and the Primary Shopping Area. The amenity of existing uses should not be compromised with new development through noise, smells and congestion on pavements.

Where the loss of a retail related site is justified as no longer viable the applicant must demonstrate through an independent assessment that the vacant unit has been actively marketed and offered at a reasonable sale price (comparable with valuations achieved elsewhere in the District) for a minimum period of 1 year.

5.5.9 The research commissioned by the NPG from JOHT (Appendix A6) to support the economic objectives of the plan indicates that changing business trends and the impact of the Covid pandemic will create **opportunities for new types of working** in the plan area and changed employer and workforce perceptions on workspace requirements. New opportunities include mixed use, home working and remote working. Such initiatives can help facilitate business start-up and development in different sectors, which could include:

- Temporary uses to encourage businesses to trial new business market opportunities;
- More flexible work spaces including for collaboration;
- Taking advantage of any redevelopment of existing business premises to consider potential for more of and flexible business use – to increase both the amount and adaptability of workspaces.

Policy KWAC Em4 Mixed use employment including living over the shop, and live work.

A combination of employment and living accommodation is supported providing:

- a) the development is in keeping with the scale of the surrounding residential area and other businesses;
- b) the new use will not have any detrimental impact on local residential amenities;
- c) significant amounts of traffic and a need for parking will not be generated that cannot be adequately catered for by the existing infrastructure locally;
- d) The proposal will not have a harmful visual impact on either the village, town or the adjacent open countryside.

Mixed use is defined as development of sufficient size to accommodate a genuine business use and any residential accommodation is ancillary to that use.

5.5.10 Tourism is recognised in the HotSW LEP Strategic Economic Plan (SEP) 2014 to 2030 and the Development Plan (Policy TTV 2.5) as one of the highest economic drivers and core traditional sectors in the area. The SEP also recognises the challenge to extend the season and develop all year round tourism employment. The policy below sets out to encourage more innovation and diversification in the sector.

Policy KWAC Em5 Promotion of innovative tourism businesses

This plan supports development that extends the tourism season and includes new, innovative and sustainable tourism related uses. Activities include but are not limited to:

- a) Estuary and water based leisure activity, excluding those harmful to the marine and foreshore environment and contrary to the latest South Devon AONB Estuaries Plan and the Salcombe and Kingsbridge Harbour Bylaws;
- b) The research and development of technologies that support the marine leisure industry;
- c) Glamping, camping, camping barns and lodges that link to the SW Coastal Path and cycle routes;
- c) Cycle and electric cycle hire facilities supporting sustainable tourism and transport.

The proposed uses should be compatible with their surroundings and setting within the town, river, countryside and conserve and enhance the South Devon AONB.

5.5.12 The JOHT Research Report (Appendix A6) makes clear that broadening the employment base to support the bedrock sectors and diversification into further 'transformational' sectors has the potential to bring in some higher value employment opportunities to the plan area. To further opportunities in existing and emerging employment sectors this plan supports developing training links with Higher Education (HE) e.g. University of Plymouth or Further Education (FE) providers e.g. South Devon College .

Policy KWAC Em6 Support for training links that reinforce the existing skills base and emerging new types of employment.

Opportunities for the development of employment uses that promote hospitality, tourism, local traditional and rural skills and safeguarding these for future generations will be encouraged.

The introduction of opportunities for new and emerging clean employment types that include but not limited to marine, healthcare, digital, and clean energy will also be encouraged.

Development proposals in the above sectors will be supported where they provide training facilities to improve the knowledge and skills of local people.

Development proposals that establish training links with the South West's universities and further/higher education facilities will also be supported.

5.6 Theme 4 The Built Environment

5.6.1 Purpose of the theme policies

The plan sets as a priority the adoption of a brownfield first policy that focuses new development on existing sites within the settlement boundaries including; - the regeneration of Fore Street, Kingsbridge, bringing redundant and empty units back into use, and the regeneration of Lower Union Road as a mixed-use development area. The plan proposes the delivery of a community supported development strategy for the Kingsbridge Quayside and town square. A high standard of design quality is proposed that is locally distinctive and respects the historic cores of the villages and town and their conservation areas. A set of design standards within and outside the conservation areas is proposed. The plan identifies a number of buildings within the villages and town that are considered by the community as local heritage assets that should be respected in future development within or beside an asset. Some heritage assets are already designated and listed whereas others are non-designated and recorded in this plan.

5.6.2 Policies

5.6.2.1 A core principle of the NPPF is to “*encourage the effective use of land by reusing land that has been previously developed (**brownfield land**), provided that it is not of high environmental value*”. The plan area’s rich heritage, need for affordable housing, and employment space and the natural landscape constraints make the reuse of brownfield land an essential part of the delivery of new sites for development.

5.6.2.2 While it is acknowledged that not all brownfield land is suitable for development, latest statistics from the Homes and Communities Agency indicate an estimated 61,920ha of brownfield land in England. Of this, 54% is derelict or vacant, while the remainder is in use but with potential for redevelopment. DCLG figures (2010) suggest that approximately 35,000ha is considered suitable for housing. The Campaign for Rural England Housing Foresight Report (2014) suggested that brownfield land has the capacity to support over 1.8 million new homes. However, despite the identified high housing capacity, the most recent government figures have shown a decline in the proportion of dwellings delivered on brownfield land.¹³

5.6.2.3. The policy below promotes the development of brownfield sites within the existing urban area of Kingsbridge. Many of these sites are in current use and any redevelopment is contingent on land owner support and the satisfactory relocation of these uses within the parishes or adjacent parishes. The intensification of employment uses at nearby Torr Quarry within the adjacent parish of Buckland-Tout-Saints may assist in delivering this policy.

¹³ Brownfield First: making better use of land-The Environmental Industries Commission 2016

Policy KWAC BE1 Brownfield first

This Plan supports the development of brownfield sites before greenfield sites, other than those allocated in the JLP. This strategy complements the greenfield sites allocated in the JLP whilst seeking to minimise further encroachment on the open countryside and AONB. Proposals for the redevelopment of brownfield land will be prioritised unless there is proven demand that cannot be met by the brownfield-first approach.

Where suitable previously developed sites are available, proposals for greenfield development will not be supported unless it can be demonstrated through a comprehensive feasibility study that the brownfield site is unsuitable for the proposed development.

As stated in policy KWAC EM1 change of use of existing employment sites will only be supported in exceptional circumstances and in accordance with the provisions of Policy DEV14 of the JLP.

Re-development of brownfield sites should be subject to a comprehensive survey of existing heritage assets and must avoid harm to these assets and protect and enhance the historic environment as set out in national and local policy.

Proposals for the re-development of previously developed sites must comply fully with national policy and guidance and the Development Plan having particular regard to managing flood risk and water quality.

5.6.3 The **quayside and town square** located at the head of the estuary is probably the most distinctive feature and considered the ‘jewel in the crown’ of the town. This area provides passive and active recreation facilities, the venue for fairs, markets, car parking, a transport hub, bus station, tourist information centre, public toilets, boat parking, small boat marina and slipway access to the water. The Kingsbridge Leisure centre and pool is the envy of many local towns with a wide range of facilities. The pool was delivered through significant public donations and local fund raising. The leisure centre is quite remote from the town centre; any measures that improve connections and access to the centre particularly for pedestrians will be supported. SHDC has long held ambitions to develop parts of the quayside, the local community recognise that there are opportunities to regenerate and develop parts of the area whilst maintaining the existing qualities and functions of the quayside. This Plan recognises that the improvements proposed at the quayside and town square must balance activities that support the community and economically generating uses. A development brief for the area has been prepared and included as Appendix B34 The objectives include the in principle support for flexible and adaptable spaces as temporary uses providing they are in keeping with the character of the quayside.

Policy KWAC BE2 Kingsbridge Quayside and town square

Proposals for the improvement of the quayside and town square (illustrated in Figure 25) should be in conformity with JLP Policy TTV 10 and respect the development brief included in Appendix B34 and will be supported where they also include:

- A sustainable transport hub for non-fossil fuel modes of transport;
- Enhanced southern slipway providing easier access to the slipway, dinghy storage and water;
- Small scale tourist related employment units in the order of 200m²;
- Space and service connections for temporary(pop-up) food and retail outlets;
- Homes in the order of 60 units addressing local needs;
- Relocation of the public toilets;
- Retention and enhancement of the skateboard park;
- Overall enhancement of the public realm while retaining the existing uses.
- A comprehensive survey of existing heritage assets. Any proposals must avoid harm to these assets and conserve and enhance the historic environment as set out in national and local policy.
- A detailed assessment of the water impacts on the estuarine environment and the Kingsbridge and Salcombe Estuary SSSI through surface water run off during construction and operation.
- Address flood risk as appropriate including Sequential and Exception Tests if required.

The evidence supporting the 2017 Kingsbridge Quayside masterplan included as Appendix B9 should inform the proposals.

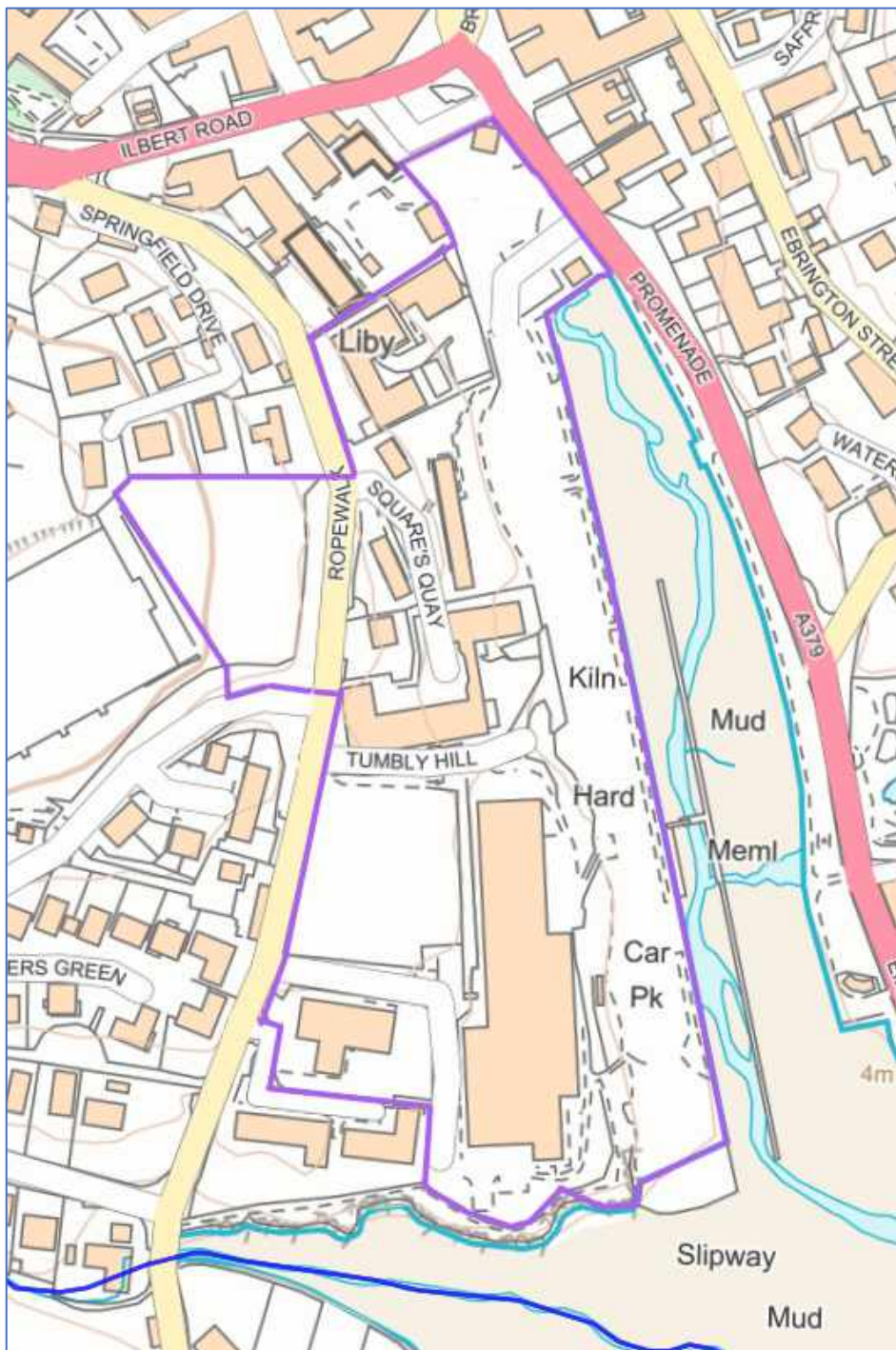


Figure 25 Kingsbridge Quayside and Town Square Area covered by policy KWAC BE2 lined in purple

5.6.4 Past pressure for development and eroding design quality generally has had an adverse impact on **design quality** within the parishes of the plan area and instilled a general lack of confidence of the proposals assessed through the planning system. Any new development in the parishes should be of the highest quality respecting national and local policy guidelines and commensurate with its sensitive natural and historic location. All development should contribute to the overall enhancement, improvement and resilience of the area. This applies to both new buildings and spaces including improved street furniture and surface treatments. All new development and spaces must apply the Crime Prevention through Environmental Design (CPTED) attributes together with the practices and principles of Secured by Design¹⁴.



The sensitive natural and historic setting of Kingsbridge

¹⁴ Secured by Design guidance including the key attributes of CPTED
<https://www.securedbydesign.com/guidance/design-guides>

Policy KWAC BE3 Design Quality

1. Development proposals in the plan area must demonstrate high quality design and will be supported where:
 - a) They are innovative and locally distinctive and respond to and integrate with the local built surroundings, landscape context and setting. A contemporary design solution will be supported providing it respects the context and setting;
 - b) The design of new buildings is in keeping with the site and its setting and respect the scale, character and siting in terms of 'setback' of existing and surrounding buildings. The recommendations of the National Design Guide (January 2021) and the more locally specific requirements for Place Shaping and Heritage (Dev 20-22) of the JLP SPD 2020 are followed.
 - c) High quality materials are used for buildings and hard landscape designs that complement the local and traditional palette of materials found within Kingsbridge, West Alvington and Churchstow.
 - d) Street furniture design respects the style and precedents set by the town, parish councils and Kingsbridge in Bloom.
 - e) It has regard to the requirements of CPTED and 'Secure by Design' to minimise the likelihood and fear of crime and acts of anti-social and unacceptable behaviour and community conflict in the built environment;
 - f) It reduces the dependence on the private car by supporting and connecting directly to other more sustainable modes such as walking, cycling and public transport.
 - g) As outlined in JLP SPD 2020 prominent and strategically important schemes of all scales should be considered at an independent, bespoke Design Review Panel.¹⁵ This is of particular importance where proposals impact on the AONB and heritage assets.
2. The subdivision of existing plots will only be supported where there is no loss in character or environmental quality of the surroundings, there is suitable highway access on at least one boundary, plot and unit sizes are comparable with adjacent properties, adequate amenity space is provided, and the amenity of adjoining properties is not compromised.
3. Proposals should seek to avoid damage to and retain existing trees and hedges in situ. Development proposals will be encouraged to provide no net loss in trees with the aim for more trees on site and achieve biodiversity net gain. Where retention is not feasible, trees and hedges should be replaced with provision elsewhere on site.

¹⁵ JLP SPD 2020 paragraph 6.12

5.6.5 Development should preserve and enhance the conservation areas and make a positive contribution to the significance of **heritage assets** and their setting. All project proposals in the conservation areas and in the vicinity of listed buildings, designated heritage assets and non-designated local heritage assets should reinforce the character of the existing settlements and respect the policy below and JLP Policy DEV 21.

Policy KWAC BE4 Safeguarding Designated and Non-Designated heritage assets within the Plan area and the conservation areas of Kingsbridge and West Alvington

All proposals in the conservation areas and in the vicinity of Designated and Non-Designated Heritage Assets must comply fully with National Planning Policy the Development Plan and associated SPD (2020) relating to the Historic Environment and:-

- a) Give due regard to the asset and demonstrate an awareness of the Devon Historic Coastal and Market Towns survey (DHCMTS) and the Historic Urban Character Areas (HUCA) for Kingsbridge produced by Devon County Council and English Heritage which is included as Appendix B13. Due consideration should be given to the historic character of the area within which a proposal sits.
- b) Where relevant, include design features such as setbacks, stone or render walls and roof details that reflect the character and appearance of the surrounding buildings.
- c) For extensions, new doors, windows and roofing materials should be of a similar appearance to those used in the construction of the exterior of the original building.

Proposals that directly or indirectly affect the significance of Designated Heritage Assets included in Appendices B20 and B21 the Non-Designated Heritage assets and described below and illustrated in Appendix A5 and Figure 26 should be judged according to the scale of any harm or loss and the significance of the asset to the parishes.

Kingsbridge

KLHA1	Duncombe Villa, Duncombe Street
KLHA2	Bernagh, Duncombe Street
KLHA3	British School, Church Street
KLHA4	Recreation Ground / Saltmill Quay
KLHA5	Lime Kiln Tumbly Hill
KLHA6	Railway Bridge, Plymouth Road

West Alvington

WALHA1	Ring O' Bells Public House
WALHA2	Well, Lower Street
WALHA3	Parish boundary marker, West Alvington Hill
WALHA4	Hitching hook, Lower Street
WALHA5	Collapit Bridge
WALHA6	Public footpath sign, Littlecroft, Main Street
WALHA7	Gate piers, Easton Farmhouse
WALHA8	Millstone, Longbrook Farm
WALHA9	Conflict Arborglyphs, West Alvington Wood
WALHA10	Former buttery, Collapit
WALHA11	Former dairy, Main Street.

Churchstow

- CLHA1 Village water pump, Pump Lane
- CLHA2 Home Farm Cottage and Thatcher's End
- CLHA3 Railway tunnel from Sorley Farm to Coombe Farm
- CLHA4 Telephone box, Churchstow
- CLHA5 Churn stand outside the Post Office Stores
- CLHA6 Church Hall, Pump Lane



Selected Non Designated Heritage Assets or LHAs; refer to Appendix A5 for the full set of LHAs

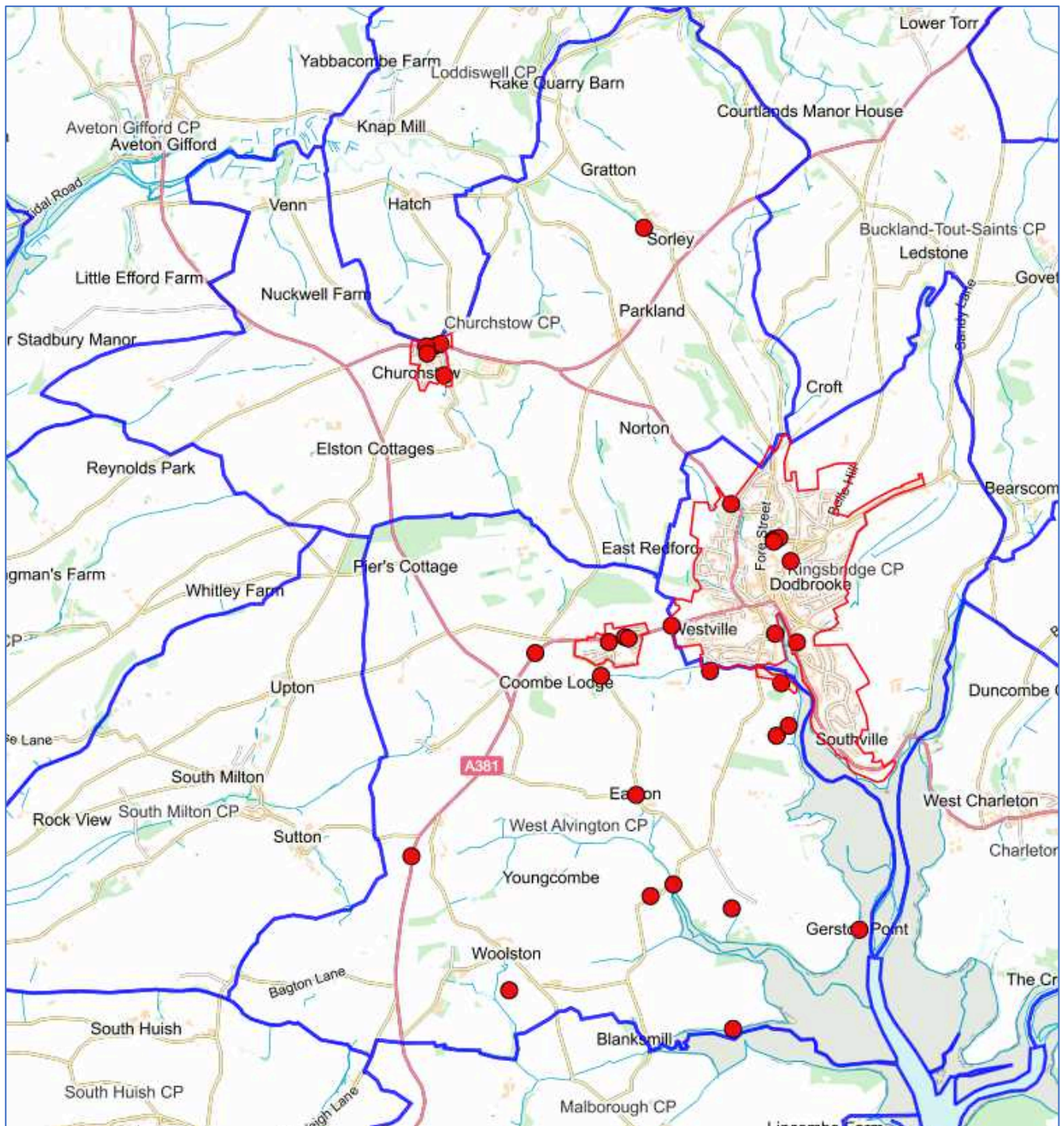
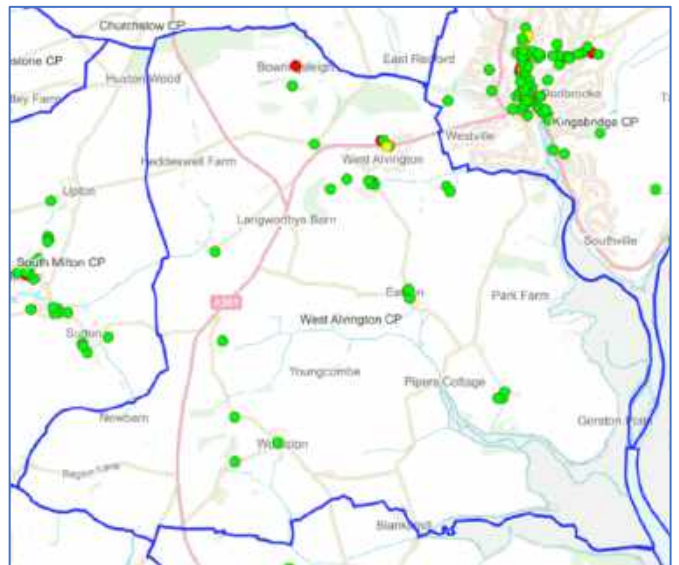
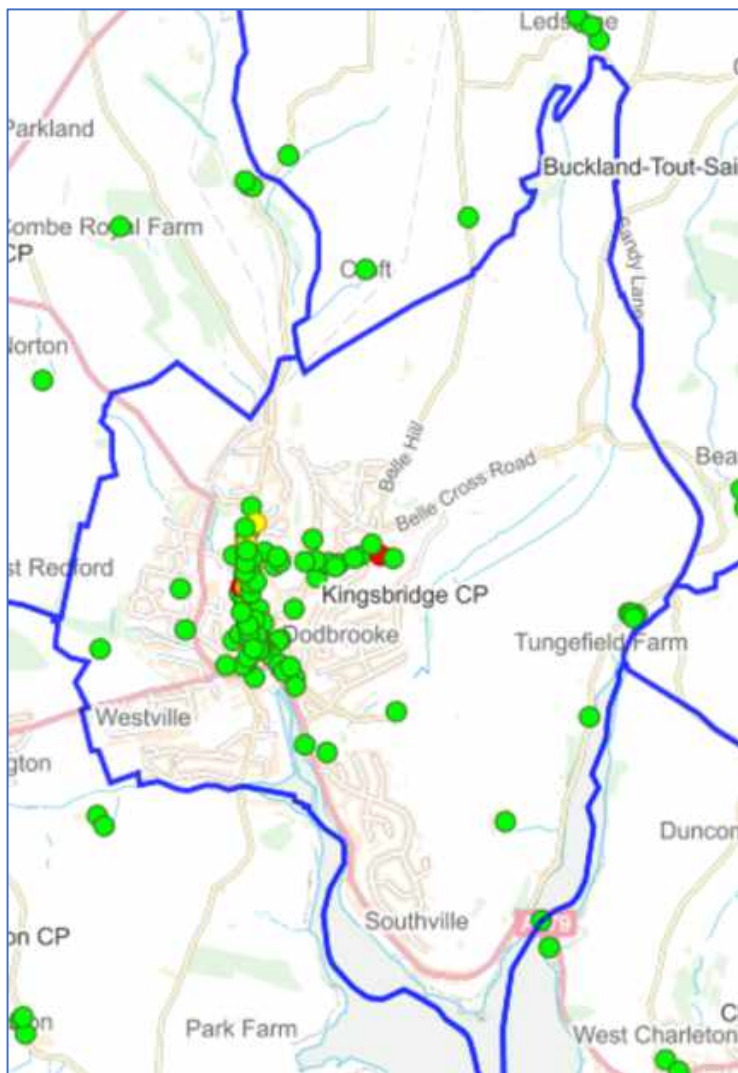


Figure 26 location of Non Designated Local Heritage Assets as red dots, red lines indicate the settlement boundaries and blue lines the Parish boundaries

Kingsbridge, West Alvington and Churchstow Neighbourhood Plan



Listed Buildings West Alvington Parish



Listed Buildings Kingsbridge Parish



Listed buildings Churchstow Parish

Figure 27 Listed Buildings in the Plan area; red, Grade 1, green Grade 2 and yellow Grade 2*

5.7 Theme 5 Sustainable Transport and Infrastructure

5.7.1 Purpose of the theme policies.

5.7.1.1 This plan sets out to reinforce the plan area as a sustainable transport hub, establishing an integrated set of policies covering cars, buses, bicycles, pedestrians and recreational walkers, for residents and visitors. A set of safe routes for walkers and cyclists is proposed that connect the villages to and through the town reducing the dependence on the private car, the promotion of non-fossil fuel modes of transport including electric cycles and cars. Acceptance that private cars are needed over the plan period and that there should be no net loss in parking spaces. Proposing an aspirational policy with respect to buses, traffic calming, virtual footpaths, and speed limits working with key stakeholders.

5.7.1.2 The Plan area is difficult to access by road with poor linkages to strategic routes. This is a major factor influencing the economy, employment and wellbeing of both the plan area and its hinterland. Driving to the three other main or market towns in the area (Dartmouth, Totnes and Ivybridge), and nearest major centres of Torbay or Plymouth is also problematic with extensive journey times (refer to Figure 10), narrow stretches and high levels of congestion especially in peak tourist periods. Ivybridge sits on the nearest major trunk road, the A38. Totnes has the closest station on the main railway line. Goods vehicles add significantly to the congestion and are severely damaging the fragile road surfaces and banks.

5.7.1.3 A particular local feature of these historic roads within the plan area are their winding nature, steep gradients, and lack of a verge. The carriageway is generally bordered immediately by an earth and stone bank or a solid stone wall. This makes damage to vehicles passing common and renders them dangerous for cyclists and pedestrians.

5.7.1.4 The Plan area is difficult to move around if you do not have a private car which is exacerbated by steep gradients, missing footways and limited public transport options. Several roads are narrow and dangerous for cycling, walking, and horse riders alongside reduced disabled access. The Plan household survey reported that local residents want better active travel options including support for local projects such as multi-use paths (walking, cycling and horses). Such paths improve travel options, reduce reliance on motor vehicles and improve public health and therefore accord with National and Local Plan policy. There is strong public interest in improving or creating new active routes that exclude motor traffic.

5.7.1.5 Representations at Regulation 14 from the community and from SHDC supports the inclusion of a broadband policy in the Plan. National (NPPF 2019 para. 20 and 114) and JLP Policy (Dev 15) provides strategic policy context to support the provision of broadband infrastructure on new development proposals within the Plan area. In April 2021 the government announced its intention for at least 85% of UK premises to have access to gigabit-broadband by 2025. Superfast coverage in South Hams is still only at 78% and gigabit available around 20%.

Policies

5.7.2 This Plan proposes improvements in connectivity within and beyond the parishes in the plan area through an improved network of walking and cycling routes. On current footpaths this Plan recommends better connections to existing and future development and improvements such as better drainage and surfacing. The existing footpath network is shown in Figure 28. Proposals for new footpaths and changes to existing public rights of way, new surfaces and structures must follow due legal process and obtain consent of the landowners and the Highways Authority.

Policy KWAC T1 Sustainable Transport routes

New development in the Plan area should where possible link to a safe footpath network that connects the Parishes, and surrounding settlements. Where appropriate opportunities to improve and extend the existing network will be sought as part of any development proposals. Opportunities will be sought to upgrade footpaths to bridleways to allow cycling and horse riding in consultation with landowners. All footpaths should:

- a) Have durable surfacing and effective drainage;
- b) Be easy to navigate with improved waymarking through discreet rural signage;
- c) Be accessible to those with special needs where feasible;
- d) Include improved footbridges, removal of stiles and replacement with accessible gates where required and acceptable to landowners;
- e) Protect wildlife habitats as outlined in the Wildlife Resource Map (Appendix B17) and any future revision.

Kingsbridge, West Alvington and Churchstow Neighbourhood Plan

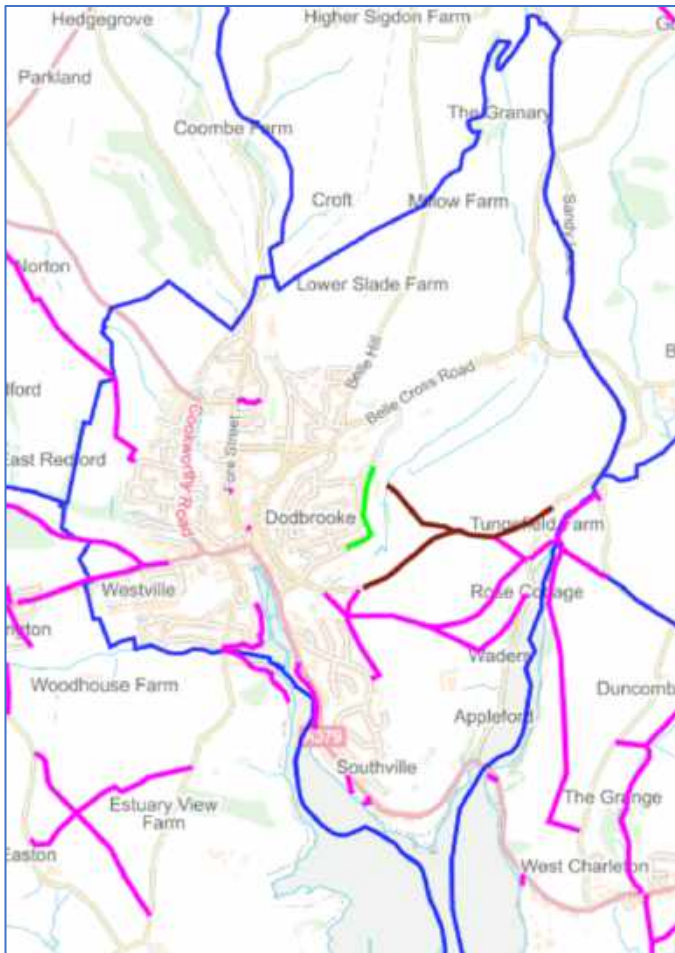


Figure 28a Public Rights of Way Kingsbridge Parish, in pink, brown and green

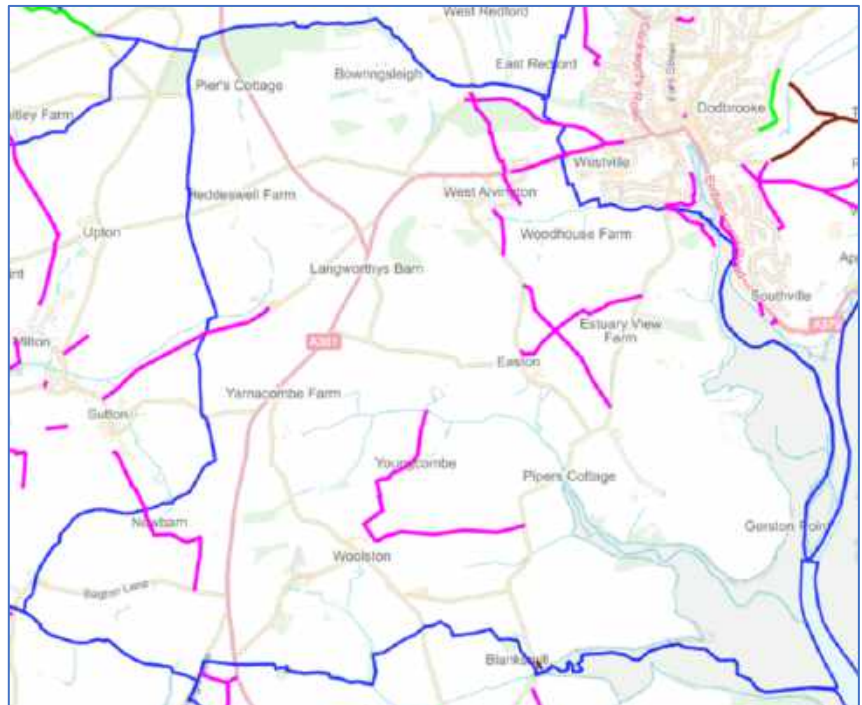


Figure 28b Public Rights of Way, West Alvington Parish in pink



Figure 28c Public Rights of Way in Churchstow Parish shaded pink, parish boundary in blue

5.7.3 National Guidance (NPPF para.105) states that developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles. Car clubs have a vital role to play in reducing society's dependence on the car by giving members access to a car for essential journeys without the need to own one. Sufficient consideration should be given in new developments to car club parking bays. Where provided they should be located as conveniently and as prominently as possible to maximise the marketing potential for local residents and visitors. These should be clearly labelled as car club spaces. It is expected that car club bays shall include electric vehicle charging points.

Policy KWAC T2 Non-fossil fuel vehicle hub

Proposals to reduce the dependence on fossil fuelled modes of transport will be supported. In the short-term electric cars, bicycles and buses should be accommodated however other sources of fuel are envisaged in the longer term. A hub is proposed on the Kingsbridge Quayside car park. Facilities will include, parking/charging bays, spaces for a car club for short term hire, a transfer interchange from bus/bike/car, cyclist shower and changing facilities and an information point.

Electric vehicle charging points will be supported for all off-street car parks including the Cattle Market, Duncombe Street, Fore Street, Lower Union Road, Quayside and Churchstow village car parks.

5.7.4 A major concern expressed in the community surveys is to ensure there are sufficient parking spaces for new development. On-street car parking is already a concern particularly in the villages and parts of Kingsbridge. New development should ensure there is no increase in on-street car parking and meets the parking standards on site of JLP Policy Dev 29 and supporting SPD.

Policy KWAC T3 Car Parking

a) Proposals which generate an increase in on-street car parking will be resisted, unless designed as part of an overall parking strategy within a development.

b) No development will be supported within the Plan area that causes a significant loss in the number of public car parking spaces. If the introduction of new and improved community uses within public car parks requires the relocation of spaces, there should be no reduction in their convenience and proximity to the village centres and town centre.

c) New residential development including sheltered housing must, as a minimum comply with adopted parking standards ensuring there is no increase in on-street car parking. Where achievable the indicative parking standards set out in the JLP SPD (2020)¹⁶ should be met:

1 bedroom	1 space plus 1 space per 3 dwellings for visitors;
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¹⁶ JLP SPD (2020) DEV 29.3 Table 30

2 bedrooms 2 spaces;

3 or more bedrooms 3 spaces.

d) New car parking proposals which adversely affect the setting of a development and surrounding landscape features will be discouraged;

e) Provision of car spaces and charging points for electric vehicles and other ultra-low emission vehicles will be supported.

f) To assist in the reduction of on street parking a village car park is proposed in Churchstow (capacity 10 cars). The location of the proposed community car park which is the subject of a Section 106 agreement on the development of Reeves Way is illustrated in Figure 30.



Figure 30 proposed community car park and Village Hall in Churchstow

5.7.5 A key transport and traffic objective of the Plan is to address the control of traffic volumes through West Alvington, Churchstow, the edge of Kingsbridge and improve road safety on the A381 and A379 for pedestrians and cyclists.

5.7.6 The Primrose Trail

For 4 years, the communities of Kingsbridge, South Brent and many of those in between have been considering the feasibility of a multi-use non motor vehicular trail from Kingsbridge to South Brent along the course of the former Primrose Railway Line. The route has not been finalised yet and discussions are ongoing with stakeholders. The objective is to reopen sections of the line for a low key, but flat and accessible route between the sea and moor. Kingsbridge in particular has very few public open spaces of significant area and virtually no safe, flat walking routes into the surrounding countryside. Bridleways are rare and cycling is tortuous and dangerous due to the limitations of local roads. If successful, the Primrose Trail would be delivered in phases as and when landowner agreement is secured. Where landowners decide not to support the line alternative routes will be designed. It is hoped that the Primrose Trail will be the hub route for other trails out of Kingsbridge and other locations along the line. Some sections of the line are already public footpaths and although planning permission may not be required Public Path Orders will be needed to upgrade these to multi-use. Other sections will require planning permission as well as safety improvements around the public highway interfaces. Other infrastructure and landscape tree planting are envisaged. Disused railway lines offer huge potential for re-use as future walking, cycling or public transport routes. As such their continuity should where possible be protected from development which may impact on the future provision of such a route. The Primrose Trail aspires to be highly sustainable bringing economic growth, social well-being and environmental benefits to the communities of Kingsbridge, and West Alvington as well as those from further afield. Further details of the proposed trail can be found at <https://primrosetrail.org>

5.7.7 A transport aspiration for the plan area

It is an aspiration of the community that sustainable solutions are found to reduce the dependence on the private car and improve the coordination and management of transport through the villages and town. Such measures should be agreed by the Parish and Town Councils working in partnership with South Hams District Council, Devon County Council Highways team and Highways England. The scope should cover:

- a) Consider additional bus services and review their frequency and routing to best serve the parishes during the summer and winter and investigating the means to fund these services;
- b) Better coordination of timetabling between bus to rail travel at Totnes;
- c) Promotion of more community bus services particularly for young people;
- d) Measures to reduce personal car use e.g. for school runs and consider the introduction of walking buses;
- e) Initiatives to promote car sharing, a car club and the introduction of car and cycle charging points throughout the plan area;
- f) Additional restrictions on heavy goods vehicles accessing the town and villages through narrow lanes (with maximum width and weight restrictions)
- g) Future safe pedestrian and cycle connections once suitable routes are agreed with landowners include but are not limited to; -
 - Churchstow to Kingsbridge;
 - West Alvington to Kingsbridge;
 - Kingsbridge to Salcombe;
 - Kingsbridge to Bowcombe Creek
 - Malborough to West Alvington;
 - Thurlestone to West Alvington
 - Kingsbridge to Belle Hill playing fields
 - Safe pedestrian crossings of the A381 and A379 within the villages that connect to bus stops;
 - Off road cycle ways and footpaths including a Salcombe to Kingsbridge multi-use trail and the proposed Primrose Trail and better links to the South West Coast Path.
- h) Sustainable solutions to calm traffic through the villages and the town. Measures supported include:
 - Reduction of road speeds through West Alvington and Churchstow;
 - The introduction of pedestrian crossings in West Alvington, Churchstow and additional crossings in Kingsbridge (Cookworthy Road, Northville Park, Stentiford Hill) and South Hams Hospital);
 - Measures to discourage Pump Lane, Churchstow being used as a 'rat run';
 - Safer pedestrian access at narrow points in the villages and Kingsbridge to Bowcombe/New Bridge.

5.7.8 Broadband

Broadband coverage in the South Hams is falling behind the UK, out of 650 UK parliamentary constituencies, Totnes is ranked 608th for superfast coverage. Within South Hams superfast availability is 78%, compared to a UK average of 95%. In addition, gigabit availability is 18%, compared to the UK average of 36%. This is all exacerbated in large parts of the Plan area which also have poor mobile coverage, leaving some communities completely disconnected from vital online services. The combination of the National and Local Planning context provides adequate justification and evidence for the following policy. To address the rural digital connectivity gap new development will be expected to provide the required industry standard infrastructure to allow for the installation and maintenance of full fibre optic broadband. With broadband technology constantly improving and the continued goals of increasing speed, there is also a requirement to allow for the upgrade of current broadband with minimal disruption to customers.

KWAC Inf 1 Broadband Infrastructure

This Plan supports the provision of on site infrastructure for the installation of, and allow the future upgrade and maintenance of, fibre optic broadband technology.

- a) Developers are encouraged to submit a connectivity statement to set out the proposed broadband provision.
- b) New residential and non-residential development should, wherever possible include appropriate open access gigabit capable fibre optic infrastructure to enable high speed and reliable broadband connection in accordance with national and local objectives to increase coverage.
- c) The creation of a building to act as a fibre hub to enable fibre connections within the area will be supported.

5.8 Theme 6 Health and Wellbeing

5.8.1 Purpose of the theme policies

The Plan sets out to improve physical, spiritual and mental wellbeing for all members of the community. The provision of new and improved built and open-air community facilities serving the whole area should include but not limited to the provision of a community hall in Kingsbridge, which may involve the re-purposing of St Edmunds Church, Kingsbridge, more facilities for young people throughout the plan area including a new skate park, and additional recreational walking routes.

5.8.2 This plan supports the work of **South Hams Area Wellbeing** or **SHAW** a not-for-profit local organisation that aims to help enable and educate local individuals to be resilient in their own wellbeing.

'It is all about compassionate communities connecting local people of all generations with each other and with organisations, practitioners and agencies that can support and facilitate resilience with the main aim of improving lifestyle, knowledge, happiness and health'

SHAW website 2019

5.8.3 South Hams Hospital including the Minor Injuries Unit is a lynchpin of the local community to help sustain the town's social sustainability as well as providing essential health and social care services to the infirm and other vulnerable people. Kingsbridge hospital has been transformed as a result of CV19. The current situation is that the number of inpatient beds has been increased 3-fold (from 11 to around 30) to prepare for additional patients. Due to space constraints many outpatient services have been curtailed. Additional land has been acquired by the League of Friends for car parking and additional facilities. This land is also safeguarded and included in figure 31 and should be considered within the scope of this policy.

Policies

5.8.4 Land or water based recreation makes an important contribution to quality of life of the local community of all ages. At present the parishes benefit from a number of indoor and outdoor amenity spaces and facilities that bring people together for sporting, recreational, social and leisure and spiritual wellbeing.

KWAC HW1 Community facilities

The following community facilities have been identified as important to the vitality, health and wellbeing of the community:

- a) Kingsbridge Hospital
- b) Norton Brook Medical Centre
- c) Kingsbridge Library
- d) Kingsbridge Leisure Centre
- e) Quay House
- f) The bandstand
- g) Tourist Information Centre
- h) Public toilets
- i) Harbour House
- j) Cookworthy Museum
- k) Tresillian
- l) The churches of the town (St. Edmunds, St. Thomas a Becket, Dodbrooke, Methodist Church, Evangelical Church, Family Church, Sacred Heart)
- m) All Saints Church, West Alvington
- n) Saint Mary the Virgin Church, Churchstow
- o) Kingsbridge Town Hall/ Cinema
- p) Market Hall
- q) Memorial Shelter, Embankment Gardens
- r) Post Office, Fore Street
- s) Banks (Lloyds and HSBC)
- t) Scout Hut
- u) West Alvington village hall and car park
- v) Churchstow Church Hall
- w) Churchstow village shop and Post Office

Where planning permission is required, proposals for a change of use that would result in the loss of existing community facilities or that would result in any harm to their community function, character, setting, accessibility, appearance, general quality, and amenity value will only be supported if they are replaced by community facilities of equal or higher quality, economic viability and value to the community or it can be demonstrated they are no longer needed and/or viable.

Where the loss of a community facility is justified as no longer viable the applicant must demonstrate through an independent assessment that the vacant facility has been actively marketed and offered at a reasonable sale price (comparable with valuations achieved elsewhere in the District) for a minimum period of 1 year.

The area illustrated in Figure 31 encompassing Kingsbridge Hospital and Norton Brook Medical Centre should be safeguarded solely for health and wellbeing related uses.



Figure 31 Area safeguarded (outlined in black) solely for health and wellbeing related uses.

5.8.5 Open Space, Sports and Recreation (OSSR) facilities proposed within the parish should be in accordance with the priorities and projects identified in the latest OSSR Plan for Kingsbridge and West Alvington and the emerging plan for Churchstow. Facilities identified include:

- Improved football pitches, changing facilities and access at Belle Hill and West Alvington;
- An all-weather rugby pitch at High House;
- Improved skate park facilities;
- Improved all weather multi-use pitch at Kingsbridge Community College (KCC)
- Improved play areas and infrastructure at Duncombe Park;
- Improved play areas and infrastructure at the Recreation Ground;
- A new community hub at the Recreation Ground;
- New waterside footpath from Kingsbridge to New Bridge;
- New coast to moor cycle path from Kingsbridge to South Brent;
- New off road multi-use trail from Kingsbridge to Salcombe;
- Improved cricket ground at West Alvington;
- Improved access to Kingsbridge Leisure Centre;
- Improvements to Kingsbridge community garden;
- Improved public slipways;
- Public realm improvements to Kingsbridge Fore Street, Town Square , Embankment Gardens and Quayside civic space and gardens;
- Improvements to the Memorial Shelter, Embankment Road;
- Improved facilities at Trebble Park play area;
- A BMX/dirt bike track at Rack Park amenity space;
- Improved facilities at Bowcombe Creek amenity space;
- Improved paddle boarding, canoeing and related waterborne facilities at the head of the estuary;
- A new cemetery for Kingsbridge;
- A new community hall for Kingsbridge;
- A new village hall for West Alvington, associated fittings and equipment;
- A new village hall, carpark, play area and green space for Churchstow;
- Adult trim trail at West Alvington
- Play area West Alvington playing fields
- School allotment and community garden in the former West Alvington play area.

KWAC HW2 Open Space

New residential development will where practicable be expected to deliver any new community facilities including Open Space Sports and Recreation (OSSR) onsite. On smaller sites or where this is not practicable a planning obligation will be sought to mitigate the impact of new residents through new and improved provision in an appropriate location in coordination with the South Hams (OSSR) Study 2017 - Quantity, Quality and Accessibility Standards and the South West Devon Joint Local Plan Developer Contributions Evidence Base. Any contribution should be directed towards the projects and priorities set out in the latest Kingsbridge and West Alvington OSSR Plans and emerging plan for Churchstow in liaison with the Local Planning

Authority and respective Parish Councils, to confirm which of the listed projects are the priority at that time.

Proposals that involve the use of land in the countryside to facilitate and enhance informal recreational activities and access related to the enjoyment and interpretation of the countryside will be supported where they would not have an adverse effect on the countryside, historic environment, and other land uses in the vicinity and would conserve and enhance the natural beauty of the AONB. Any proposals that improve access to existing public rights of way will be supported.

5.8.6 The need for a multi-use community centre in Kingsbridge is not new. At a community conference in 2001 such a centre was the highest priority for the town and broader catchment area. The 2004 Community Action Plan (Appendix B28) as part of the Market and Coastal Towns Initiative (MCTI) developed the concept aided by a feasibility study by Hannah Reynolds Associates (June 2003) The feasibility was further advanced by the preparation of a Business Plan (Defacto May 2009) and an architectural design funded by the South Devon Coastal Local Action Group in 2009. Various sites have been considered but all have centred around the quayside. The proposed sites for the centre now under consideration are an extension to the current Quayside Leisure Centre or the re-purposing of St Edmunds Church. These are illustrated in Figure 30.

5.8.7 The community survey informing this plan re-confirmed the need for such a building as a social hub for the community. The Health, Wellbeing and Leisure focus group concluded in April 2019 that the facility should include:

- An auditorium for a performance space (music/ dance/ amateur dramatics), rehearsal rooms. On similar lines to the Flavel Centre in Dartmouth, the Watermark Centre (Ivybridge) and Malborough Village Hall with seat capacity of 200, 210 and 250 respectively.
- A safe space for groups to meet, for young people to use, a venue for a youth club, rooms for the community to hire, with adequate storage for equipment.
- A community café.
- Sports facilities to complement those of the leisure centre including badminton, and basketball.

5.8.8 St. Edmunds Church

St. Edmunds Church is the most prominent landmark of Kingsbridge. *The church also conveys aspects of the character of the medieval town and of the interplay between parochial and market status.*¹⁷ Like many parish churches congregation numbers are dropping and during the production of this plan discussions have been held to explore options to secure the church's sustainable future in the best interests of the church and community. This plan supports the use of the church as a community centre within the constraint imposed by a Grade 1 listed building. Prior to bringing a proposal forward all the historic assets of St. Edmunds Church and its surroundings must be fully understood and applied in the exploration of this site in accordance with national and

¹⁷ Kingsbridge Devon Historic and Market Town's Survey 2016 (Appendix B13)

local planning policy for the historic environment. The following statement has been prepared by the Rector and agreed by the Archdeacon and members of the Parochial Church Council.

St Edmund's Church

For over 600 years, St Edmund's Church has been at the very heart of Kingsbridge life, not just as a church and vital community building, but also as a key historic landmark and architectural feature in the town centre. It is of great importance for the town and broader community for its cultural, community and heritage value.

The church is a Grade 1 Listed Building and the best way to ensure its continued future as a heritage asset is to keep it open to the public and to explore with the community the potential for a wider range of uses.

Although the number of people participating in church services has been declining for some years, the Parochial Church Council is unanimous in their desire to see the church continuing as a worshipping community, offering public worship.

St Edmund's PCC and the Diocese of Exeter are very keen to engage with the community to consider the scope for other uses of the building as an asset to the community which will be explored in an emerging brief. The preparation of the Kingsbridge Neighbourhood Plan appears to present an excellent opportunity to achieve this potential for dual usage of this iconic heritage community asset. Any additional uses would need to be complementary to church uses and a flexible approach would clearly be helpful.

The church offers the largest space in the town for services, events, or meetings, but is only used a few times a year to its full capacity. There is therefore scope for this space to be used more frequently for other community events, affording the potential for a large community space.

There may be a need for some alterations to be made to the church to accommodate other users or events, including alterations to improve access for all members of the community. These would need to be considered in the context of the church being a Grade 1 Listed Building, as well as the necessary Diocesan regulations for any change of use.

*The Revd. Prebendary Jacqueline Taylor
Rector – The Kingsbridge Estuary Churches Mission Community*

KWAC HW3 A community centre for Kingsbridge

The Plan supports the development of a new community centre for the town. The development to be located within the town shall serve the whole plan area and surrounding parishes. The accommodation shall or in part include, subject to capacity and heritage constraints the following; -

- Multi-purpose hall for theatre, music performance, sports activities and meetings;
- Meeting rooms;

- Small business hub;
- Ancillary/ support facilities;
- Provision for all those with special needs.



St. Edmund's Church lined in red

FOR INFORMATION PURPOSES ONLY



Kingsbridge Quayside Leisure Centre Lined in red

FOR INFORMATION PURPOSES ONLY

Figure 32 Proposed locations for the Kingsbridge Community Centre

FOR INFORMATION PURPOSES ONLY

6. A sustainable plan area and delivery plan

6.1 Sustainable Development

6.1.1 One of the fundamental factors underlying this Plan is that it contributes to making the Parishes of the plan area more sustainable. This Plan respects the Government's approach to sustainable development as set out in the National Planning Policy Framework. A clear definition of sustainable development provided by Locality¹⁸ is:

'Enabling growth to cater for the needs of current generations but ensuring that growth doesn't mean worse lives for future generations'

6.1.2 Some of the features of this Plan that make the Parishes more sustainable are:

- A high level of community engagement;
- Mixed transport options encouraging use of public transport, walking and cycling;
- More local employment opportunities;
- Improved community facilities to promote health and wellbeing;
- Promotion of high quality design;
- New housing that responds to local needs and all ages;
- Protection and enhancement of the AONB, wildlife areas and measures to support biodiversity net gain;
- Conserving historic buildings and environments;
- Recognising the importance of landscape and open space, protection of historic landscape features.

6.2 Delivery

6.2.1 The Neighbourhood Plan Group set up by the parish councils to develop, champion and engage the community on the Neighbourhood Plan will in due course either transfer the responsibilities for delivering the Plan back to the parish councils or a new community-led body should be formed capable of co-ordinating, stimulating and supporting project initiatives identified by the Plan.

6.2.2 Some projects will simply be brought forward by private individuals and independent organisations wishing to invest in site(s) and policies. However, many aspects of the Plan will be driven by public and community investment. Funding bids may have to be prepared and submitted and resources allocated. Some land and/or assets may also need to be transferred into community ownership.

6.2.3 For the Plan to be successful the parish councils will need to take a strategic role as owners of the Plan and keeping the 'whole picture' across the Plan area. Some

¹⁸ Locality Neighbourhood Plans Road Map Guide

aspects of the Plan will need to be explored in greater depth with a focussed group of participants that may have particular interests, covering each theme:

- The natural environment
- Affordable housing
- Business, town centre regeneration and the economy
- The built environment
- Health, wellbeing and leisure
- Sustainable transport

6.2.4 The above groups will be provided with simple reporting and governance/terms of reference in order to ensure proper co-ordination. It is recommended that a member of the parish councils might chair each group. In order to be effective, these groups will have the liberty to co-opt individuals such as representatives of key external agencies. It is very important that such inclusion within the governance, decision-making or delivery structures of these initiatives does not mean that community representation is relegated to a minority stake.

6.2.5 Delivery groups for housing and business will be critical to the success of the plan. In parallel with the neighbourhood planning process the community are investigating the potential scope, constitution and operation of a Community Land Trust (CLT) for the plan area as one of the delivery mechanisms for parts of the Plan. A CLT is a not for profit body that develops and stewards affordable housing, employment space, and other community assets on behalf of a community. The concept balances the needs of individuals to access land and maintain security of tenure with a community's need to maintain long term affordability, economic diversity and local access to essential services. CLTs are usually formed to deliver community-led housing, set up and run by members of a community to develop and manage these homes. However, they can also manage other assets important to the community, like employment spaces. There are now over 260 Community Land Trusts ¹⁹in England and Wales. The largest Community Land Trusts have over 1000 members each. Community Land Trusts have developed over 900 permanently affordable homes to date and are in the process of developing a further 16,000 homes.

¹⁹ Community Land Trust Network <http://www.communitylandtrusts.org.uk>

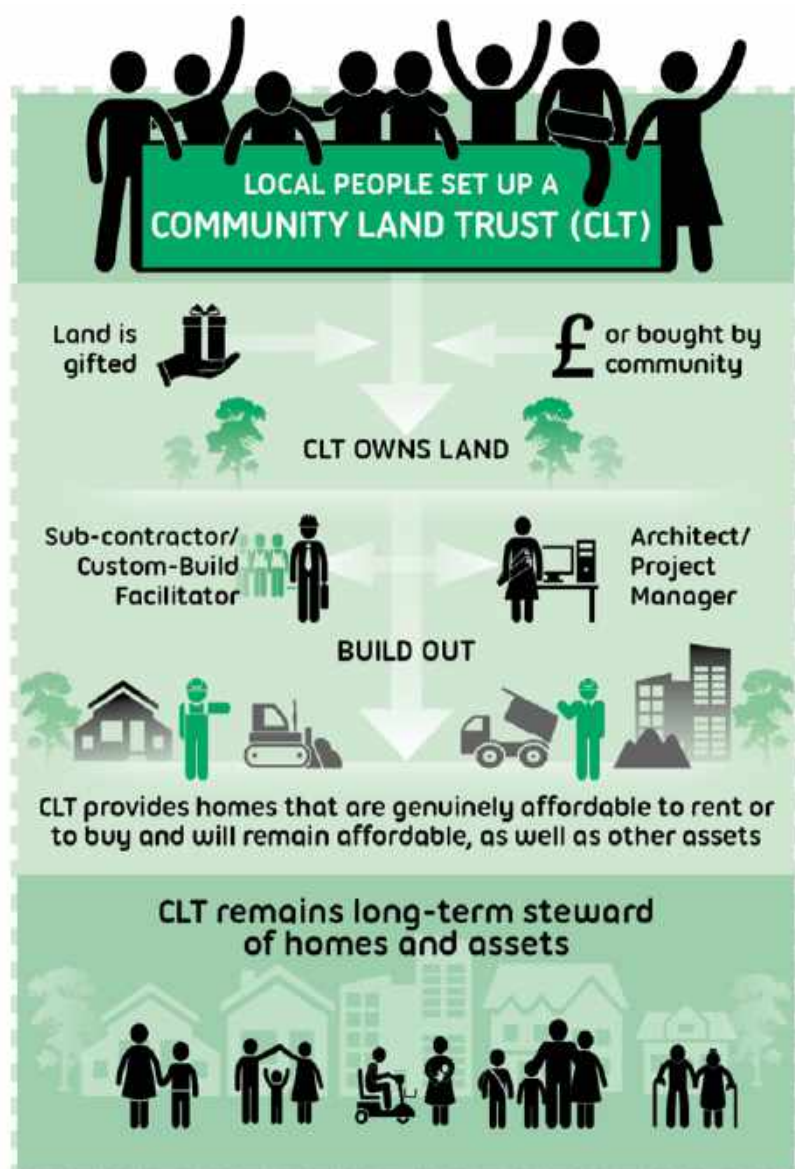


Figure 33 How a Community Land Trust works.

6.2.6 One particular area emerging from the economic strategy research to the Plan (by JOHT November 2020 as Appendix A6) that would merit particular monitoring attention is that of town centre uses and how these change over time. The retail and leisure study evidence base report (Appendix B11) for the JLP in 2016 sets out the position of uses at that time. This could valuably be annually updated locally, to see whether the balance of use is maintained or changing. Keeping records of temporary uses and their benefits for users would also be very valuable, to help in planning for uses longer term and potentially more permanently.

6.2.7 This Neighbourhood Plan has been developed to plan sustainable growth in Kingsbridge, West Alvington and Churchstow for the period of up to 2034. A formal review process will be undertaken by the parish councils either jointly or separately in consultation with the community and Local Planning Authority every five years. This is

to ensure the Plan is still current and remains a positive planning tool to deliver sustainable growth in the parishes. In addition, the delivery of the theme groups referred to above shall be monitored annually by the parish councils and a progress report posted on the Council's website.

7. What happens next?

7.1 This is the final version of the document; it has been prepared for the Referendum Stage of the Neighbourhood Planning process following a successful examination.

7.2 The Plan and supporting evidence shall be published by SHDC on <https://www.neighbourhoodplanning.swdevon.gov.uk> and will also be available on the Kingsbridge, West Alvington and Churchstow Neighbourhood Plan website page <https://kingsbridge.gov.uk/neighbourhood-plan/>

8.0 List of acronyms and glossary

CLT Community Land Trust

CWS County Wildlife Sites

CPtED Crime Prevention through Environmental Design

DEFRA Department for Environment, Food and Rural Affairs

DCC Devon County Council

DHCMTS Devon Historic Coastal Market Town Survey

DUC Devon's Undeveloped Coast

EA the Environment Agency

GI Green Infrastructure

HE Highways England

HotSW LEP Heart of the South West Local Economic Partnership

HUCA Historic Urban Character Area

IMD Indices of Multiple Deprivation

IRZ Impact Risk Zones

JLP the Development Plan or Joint Local Plan for South Hams, Plymouth and West Devon Councils

KCC Kingsbridge Community College

KWAC Kingsbridge, West Alvington and Churchstow (the plan area)

LGS Local Green Space

MCTI Market and Coastal Town Initiative

NE Natural England

NPG the Neighbourhood Plan Group for Kingsbridge, West Alvington and Churchstow

NPPF the National Planning Policy Framework

ONS Office of National Statistics

OS Ordnance Survey

OSSR Open Spaces, Sports and Recreation Plan

PPS Planning Policy Statement

SAC Special Area of Conservation

SEP Strategic Economic Plan

SHDC South Hams District Council

SSSI Sites of Special Scientific Interest

SuDS Sustainable Urban Drainage System

SWOT Strengths, Weaknesses, Opportunities and Threats

TTV Thriving Towns and Villages

NP Neighbourhood Plan

MW Megawatt

SW South West

Appendices and supporting evidence base.

Ref.	Description	Weblink
A1	Basic Conditions Statement	https://kingsbridge.gov.uk/neighbourhood-plan-reference-library/
A2	Consultation Statement	
A3	Local Green Spaces	
A4	Locally Important Views	
A5	Local (non-designated) Heritage Assets	
A6	Economic Strategy Research Report JOHT (2020)	
A7	Evidence to support Housing policies	
A8	Housing Needs Survey AECOM 2021	
A9	Habitat Regulations and Strategic Environmental Assessment Screening Report SHDC	
B1	Green Corridors	
B2	South Devon AONB Management Plan (2019-2024)	
B3	South Hams Green Infrastructure Framework (April 2015)	
B4	The Landscape Character of the South Hams (June 2018)	
B5	The Landscape Character Assessment of the South Hams and West Devon (LUC Feb. 2017)	
B6	Towards a Sustainable Kingsbridge (June 2011)	
B7	Kingsbridge and Salcombe MCTI 'Action 2020' Report (Dec 2003)	
B8	South Hams Local Plan 1989 to 2001 (Kingsbridge Section)	
B9	Kingsbridge Quayside Masterplan Report (Oct 2017)	
B10	UK Census Data 2011 for the KWAC area.	
B11	South Hams and West Devon Retail and Leisure Study PBA Feb 2017	
B12	Settlement Boundaries in the Plan Area	
B13	Devon Historic Coastal and Market Towns Survey Kingsbridge June 2016	
B14	Brownfield Sites within Kingsbridge (For Information only)	
B15	Parish Boundaries in the Plan area	
B16	Devon JSNA Community Profile 2017	
B17	DBRC Wildlife Resource Maps and reports for the Plan area (Oct 2019)	https://kingsbridge.gov.uk/neighbourhood-plan-reference-library/
B18	South Hams Key Housing Statistics (2020)	

Kingsbridge, West Alvington and Churchstow Neighbourhood Plan

B19	Environment Agency Flood Map for the Plan area
B20	Devon CC Historic Environment Record on Events and Activities for the Plan area (Nov 2020)
B21	Devon CC Historic Environment Monument Record for the Plan area (Nov 2020)
B22	Mapping of Listed Buildings in the Plan area
B23	Mapping of designated housing sites within the JLP
B24	Mapping of allocated and consented housing development in Kingsbridge
B25	a) Kingsbridge Open Space, Sports and Recreation Plan (OSSR) 2018 to 2028 (Feb 2019) b) West Alvington OSSR Plan 2021
B26	South Hams and West Devon Housing Strategy 2021-26 Workshop Planning Briefing (Sept. 2020)
B27	South Hams and West Devon Housing Strategy 2021-26 Workshop Stakeholder Session Briefing (Sept. 2020)
B28	Kingsbridge Feasibility Study Action Plan (Feb 2004) Sandover Associates
B29	Kingsbridge Feasibility Study Baseline Review (August 2003) Sandover Associates
B30	Kingsbridge Feasibility Study Community Presentation Baseline Review (August 2004) Sandover Associates
B31	South Hams and West Devon Housing Strategy 2021to 2026
B32	Kingsbridge Primary Shopping Area Development Brief
B33	Lower Union Road and Western Backway Development Brief (For Information Only)
B34	Kingsbridge Quayside and Town Square Development Brief
B35	Union Road Mixed Use Development Study Roger Tym 2007
B36	Kingsbridge brownfield site assessment (For Information Only)
B37	Biodiversity Network Creating Process 2017 SHDC
B38	Extra Care Housing Report DCC
B39	West Alvington Traffic and Highways Appraisal updated 2021
B40	Kingsbridge Critical Drainage Area (EA 2015)
B41	Second and Holiday Homes Technical Paper, Northumberland County Council July 2018