

South Hams Local Plan Review

1995-2011

Part 2: Dartmouth and Totnes - East Area

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

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E1. The Dartmouth & Totnes Area

Introduction

E1.1 The Dartmouth and Totnes area is the easternmost of the South Hams district's three Local Plan Areas. Nineteen parishes plus parts of Dean Prior, Rattery and South Brent parishes make up the area from Staverton in the north to Strete in the south and from Stoke Gabriel in the east to North Huish in the west. This part of the district is bordered by Dartmoor National Park to the north, Teignbridge District and Torbay to the east and by the English Channel to the south. The towns of Dartmouth and Totnes lie at the mouth and tidal head of the river Dart, which unifies the area and establishes much of the landscape character and settlement pattern of this part of the South Hams. The area also includes a dramatic stretch of coastline and typical attractive rolling countryside.



E1.2 The historic market towns of Dartmouth and Totnes are the two main centres of population, and both are noted nationally for their important conservation and historic features. Villages, hamlets and farmsteads are spread across the area and range in character from moorland fringe settlements to the coastal villages of Stoke Fleming and Strete. Farming and maritime activities have long been the mainstay of the local economy with tourism growing in significance throughout the last century.

E1.3 The Local Plan establishes a settlement hierarchy in which Dartmouth and Totnes are identified as Area Centres. This recognises the important role they play in providing a range of services and facilities for their local communities. Below these identified settlements the area also contains many villages which offer a more limited range of facilities to their immediate area. The Council recognises the importance of local service provision, particularly in areas which are distant and poorly served by public transport.

E1.4 The area is renowned for its natural beauty and varied countryside, estuarine and coastal scenery, and most of it is covered by various national and local landscape designations. These include the Area of Outstanding Natural Beauty (AONB), which covers the coastal belt and the Dart estuary as far inland as Totnes, Coastal Preservation Area (CPA) and Area of Great Landscape Value (AGLV) designations. The historic built form of the area is also very important. Apart from the nationally recognised conservation areas of Dartmouth and Totnes, many of the area's settlements also contain Conservation Areas and there are also many Listed Buildings including ancient manors and farmsteads.

The Devon Structure Plan

E1.5 The Devon Structure Plan places the whole Dartmouth and Totnes area within an area of development constraint. This recognises the area's rural character where development provision should be more

limited given the need to avoid dispersed settlement patterns, reduce the need for travel and conserve the landscape. However, the strategy does recognise that the area may have specific local needs for which provision should be made.

E1.6 The Structure Plan allocates 4,300 dwellings to the whole of the South Hams outside the Plymouth Area of Economic Activity (the PAEA) for the period 1995-2011. The area outside the PAEA is the bulk of the district (all but six parishes). After allowing for completions, commitments and estimated windfalls, the remaining dwelling requirement in the part of the district outside the PAEA was only about 290 dwellings at April 2001. There is, however, a small degree of flexibility in the Structure Plan figures, which will help the Council to address identified local needs.

Housing

E1.7 Although the overall strategy for the area is generally to constrain development, and to try and resist pressures for development as a result of in-migration, the Council recognises the real needs of the area's existing population. The results of a district-wide housing needs survey, carried out by consultants for South Hams District Council in partnership with Plymouth City Council and the Housing Corporation, have shown a significant need for affordable housing for local people. This picture is supported by the Council's Housing Register. The problems for local people accessing the housing market are increased by the inflated costs of properties which result from the pressures of inward migration and second home ownership. In planning for the needs of the area's resident population the plan seeks to address this important issue by proposing some housing development in the area.

E1.8 The proposed scale and distribution of housing in the area has been made with careful consideration of a number of important issues, including particularly sustainability, settlement function, countryside character, accessibility and the availability of services and facilities. As part of this process, and given the outstanding and sensitive landscape and coastline of this part of the district, the Council has worked in partnership with the Countryside Agency and consultants to undertake an assessment of potential sites for develop-

ment. This study informs a choice of settlements where development can best be accommodated, suitable sites and the form of development to best assimilate the sites into both the urban fabric and landscape.

Employment

E1.9 The area's economy is traditionally based on agriculture, marine related activities and small scale local enterprises. Diversification and growth of local economic patterns are also addressed by the plan in order to help provide adequate job opportunities. The Devon Structure Plan allocates 20 hectares of employment land outside the Plymouth Area of Economic Activity (PAEA) for the period 1995-2011, but this has already been taken up. However, there is a degree of flexibility in the Structure Plan allocations, and the plan therefore advances several employment sites to address local needs.

Transport

E1.10 Devon County Council and Torbay Council are now required to produce Local Transport Plans (LTP's) as a framework for a more balanced and integrated transport system. LTP's are reviewed annually and cover a five year funding period. It is vital to ensure consistency between the local plan and the LTP's to ensure a co-ordinated approach to land use planning and transportation both within the South Hams and with neighbouring authorities.

E1.11 The Dartmouth and Totnes plan area, indeed most of the South Hams, lies within the Devon LTP's South West Devon Zone. The zones programme focuses on longer journeys between Devon's Regional and Sub-Regional Centres and market towns such as Dartmouth and Totnes, whilst recognising the impact that travel has on the environment. The South West Devon Zone Programme aims to enhance sustainable local transport networks in a high quality rural area. Its key priorities include:

- enhanced walking and cycling routes linked to the South West Coast Path and the National Cycle Network (NCN);
- improvements to public transport facilities in market towns, linked to enhanced passenger facilities on urban and rural bus routes; and
- enhanced accessibility for market and coastal towns as part of town centre management initiatives.

E1.12 At a more local level below the five zones across Devon, the LTP has designated 28 Local Areas based on market and coastal towns and their rural hinterland. Two of these local areas are based on Dartmouth and Totnes. The local areas programmes should accord with the objectives of the LTP and the priorities identified in the Zone Programme.

E1.13 The Dartmouth Local Area Programme includes an objective to improve opportunities for local journeys to be made by walking, cycling or using public transport as an alternative to the private motor vehicle. Programme funding will enable schemes that will contribute to the local area by:

- improving pedestrian facilities in the town;
- enhancing local public transport facilities; and
- devising and promoting "Safer Journeys to School".

E1.14 The Totnes Local Area Programme includes the following objectives:

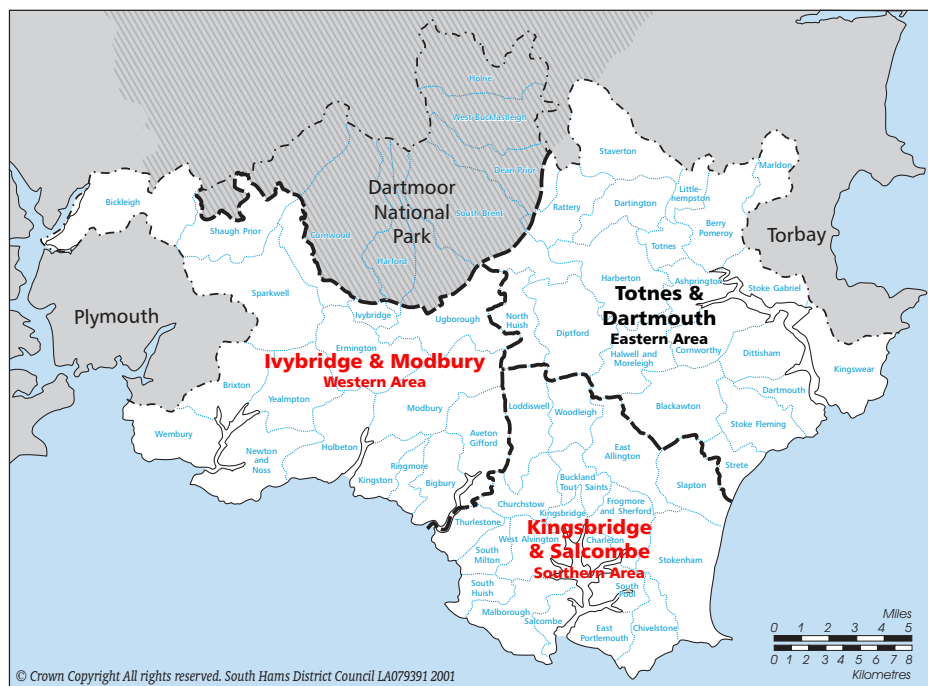
- provide walking and cycling routes and enhanced public transport facilities;
- encourage integration of public transport services; and

- encourage green tourism to the area served by or close to the NCN routes.

Other Parts of the Local Plan

E1.15 This document, the Dartmouth and Totnes area Part 2 document, is one of three area-based documents which set out the detailed policies and proposals for the South Hams during the plan period up to 2011. Following this introductory chapter, the document includes chapters on the towns of Dartmouth and Totnes and subsequent chapters cover the villages within the plan area.

E1.16 The other two area-based parts of the local plan are the Ivybridge and Modbury area Part 3 document covering the western part of the district and the Kingsbridge and Salcombe area Part 4 document covering the southern part of the South Hams. The final document which makes up the local plan is the **Part 1 - General Policies document**. This document sets out the general policies which apply throughout the South Hams during the period up to 2011.



E2. Dartmouth

Introduction

The Town's Development

E2.1 The character of Dartmouth is unique and it is one of the most attractive small coastal towns in Britain. Dramatically sited on a steep hillside on the west bank of the Dart Estuary, the town is located about one mile from the river mouth. It is one of Devon's relatively smaller towns and its economy depends on a variety of sectors. The town's population has grown steadily during the last three decades to reach its present total of about 5,800 people.



E2.2 The modern town incorporates the mother-village of Townstal, from which the town sprang in the late 12th century. The name Dartmouth was first applied to the mouth of the river, but from the early 13th century onwards was given to the town, which resulted from the coalescence of two small riverside settlements - Hardness on the north, and Clifton on the south. These two were originally separated by a deep pool - Mill Pool - which ran well back inland and was filled at high tide. This pool has long since been reclaimed.

E2.3 The town has a long and distinguished maritime history and the importance of its magnificent, sheltered, deep-water harbour may be traced back as far as the 12th century when it was used as a point of assembly and departure for the Crusades. Over the centuries the prime role of the town has been that of a harbour and port, supporting commercial shipping, the fishing industry, the Navy and in more recent times functioning as an important centre for yachting, boating and other water-based recreation.

E2.4 Reminders of this long maritime history are everywhere, from the Britannia Royal Naval College to the boatmen's kiosks and the yachting pontoons. The many attractive buildings, at their best around the Butterwalk, Higher Street, the Boat Float and at Bayards Cove, show centuries of prosperity through Dartmouth's success not only as a deep-water port but also as a market town and an important centre for the surrounding rural area. The town has played a very special role in the nation's history.

E2.5 The port of Dartmouth has experienced a slump in commercial shipping since the Second World War, but importantly retains the Royal Naval College and a still active fishing fleet. The decrease in shipping activities has in part been compensated for by the growth of service sector employment, but the town's commercial profile suffers because of its remoteness and the topographical constraints of its attractive hillside setting. The limited availability of parking also restricts development. The town has become a popular place for retirement and the tourism sector.

The Town's Role as an Area Centre

E2.6 Dartmouth is proposed in the Plan as an Area Centre. This means that it is important in providing facilities, shops and services for the surrounding rural area. It has a distinct role to play in the economic and social life of the county and of South Devon in particular and that role should be maintained and developed. The Devon Structure Plan places the town in an area of development constraint in view of the area's sensitive rural character. However, it is recognised that there may be specific local needs for which provision should be made.

The Town's Setting and Conservation

E2.7 Most of the town and much of the area around it, principally to the north and south based on the Dart Valley, is within the South Devon Area of Outstanding Natural Beauty, where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social and economic well-being provided that this is compatible with its conservation. Abutting the town to the north, east and south is the Coastal Preservation Area. Immediately to the west of the town is an Area of Great Landscape Value. Any development proposals in the town should most carefully respect this extremely important landscape and sensitive coastal setting. More information on landscape designations and the associated policies are contained in the Part 1, General Policies document.

E2.8 Dartmouth's historic town plan dates from the Middle Ages and can still be traced in the present street pattern and property layout. The Conservation Area covers most of the town's historic centre as well as the more significant streets leading from it which were built during the 18th and 19th centuries. The area was one of the first to be designated in Devon, reflecting the national as well as local significance of the historic town. The Conservation Area is shown on Insets EA1 and EA3 and more information on conservation is given in the Part 1, General Policies document.

Environmental Policy Areas

E2.9 The Britannia Royal Naval College is an imposing Grade II* Listed Building prominently located on a hillside overlooking the town. Its parkland setting is an integral part of the building's visual significance, and

that setting is protected in the Plan by the designation of a policy area to safeguard its parkland character. This is shown as Policy Area 1 on the Proposals Map.

E2.10 The area of orchard and open space between College Way and Ridge Hill is a visually attractive feature on the main approach into the town and has a pleasant rural character. It is considered that this area should be retained as open space and the Council will strongly resist any development proposals there. This is shown as Policy Area 2 on the Proposals Map.

E2.11 The area around Fair View Road has a distinct character with mature gardens and a lower density of development than the areas that surround it. The appearance of this area is very important to the character of the town and views of it from and across the river. The trend towards infill development and the sub-division of properties, if unchecked, could severely damage the character of this area. The Council considers that proposals for the intensification of development on plots already containing development such as a dwelling, or involving the sub-division of existing plots would be damaging to this character. Intensification of development would include proposals for additional dwellings, but the policy will not generally apply to more minor proposals such as small scale extensions and ancillary development. This is shown as Policy Area 3 on the Proposals Map.

E2.12 The area around Clarence Hill is characterised by steep and narrow roads with poor junctions. Vehicular movement and accesses onto the roads within this area are in general difficult and of a substandard nature and visibility for road users is poor. The Council considers that development that would result in an increase in the number of vehicular movements within this area should not be permitted. This is shown as Policy Area 4 on the Proposals Map.

E2.13 The whole of the town south from the town centre to Warfleet has a distinct riverside character, the appearance of which is very important to the character of the Dart and views across it. Within this part of the town there are areas of low density housing set in mature terraced gardens and many attractive high stone walls. Both of these elements make a significant contribution to the character of the area which the Council wishes to see retained. Also, much of this area is served by roads of poor width and alignment, with difficult junctions, which makes access and vehicular movement in general quite difficult. The whole of this area has been designated as a Policy Area recognising its existing important character and appearance and the access and circula-

tory problems within it. The Council considers that proposals for development that would detract from the character and appearance of the area or would increase the level of vehicular movement in it will not be acceptable. This could include proposals for the intensification of development on plots already containing development, the subdivision of existing plots and the development of undeveloped plots. Intensification of development would include proposals for additional dwellings, but the policy will not generally apply to more minor proposals such as small scale extensions and development ancillary to a dwelling provided that it does not contravene the policy. The attractive high natural stone walls are a significant feature in this part of the town and development involving their complete or partial demolition could damage the character and appearance of the area. This is shown as Policy Area 5 on the Proposals Map.

E2.14 DT1: THE ENVIRONMENT IN DARTMOUTH

- 1. The parkland setting of Britannia Royal Naval College, shown as Policy Area 1 on the Proposals Map, Inset EA1 and EA3, should be retained as open space in order to maintain the contribution it makes to the visual character of the area and the setting of the Listed Buildings.**
- 2. The open area between College Way and Ridge Hill shown as Policy Area 2 on the Proposals Map, Inset EA1 should be retained as open space in order to maintain the contribution it makes to the visual character of the area and providing for public open space in the town.**
- 3. Development which would significantly increase the low density of buildings or damage the landscape and character of the area shown as Policy Area 3 on the Proposals Map, Insets EA1 and EA3, around Fair View Road will not be permitted.**
- 4. Development which would increase the number of vehicular movements in the area around Clarence Hill, shown as Policy Area 4 on the Proposals Map, Insets EA1 and EA3 will not be permitted.**
- 5. Development which would:**
 - (a) damage the character and appearance of the area, including consideration of the important contribution made to that character by natural stone walls, or**
 - (b) increase the density of development, or**
 - (c) increase the number of vehicular movements****within the area shown as Policy Area 5 on the Proposals Map, Insets EA1 and EA3, around South Town and Above Town will not be permitted.**

Housing

Recent Housing Development in the Town

E2.15 The only significant area of new housing development in recent years in the town has been at Townstal where a substantial scheme involving new build and redevelopment has recently been completed. The Townstal scheme together with smaller developments, infill plots and the conversion and sub-division of premises have resulted in the completion of 173 new units of accommodation within the town's development boundary between 1995 and 2001. At April 2001 planning permission existed for a

further 69 units of which 6 were already under construction.

E2.16 Much of the housing development that has taken place or been given planning permission has been on a variety of large and small infill sites within the confines of the town. A substantial area of Council-owned land at Townstal has been re-developed for housing for local needs including partnership with a housing association.

Housing For Local Needs

E2.17 The Council is aware of the need in Dartmouth for affordable housing to meet the needs of local people. The local Dartmouth community has also expressed a need for affordable housing to be provided in the town. The Council commis-

sioned a district-wide Housing Needs Survey the results of which indicate a significant shortfall in the provision of affordable housing to meet the needs of the existing population. Planning to meet the predicted shortfall would far exceed the strategic dwelling provision of the Devon Structure Plan, and the Council considers such a level of development would cause unacceptable damage to Dartmouth and its surrounding area.

E2.18 The Council is, however, very concerned about the shortage of affordable housing for local people and seeks to help address this issue through the Local Plan. The Plan therefore requires the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed). The Council considers that, on the basis of the findings of the Housing Needs Survey and its own Housing Register, balanced against the need to protect the character of the area and deliver locally distinctive design, the plan should aim to provide in the region of 135 affordable houses in the Dartmouth Travel to Work Area including about 110 affordable houses in Dartmouth during the plan period. This level of provision would not be wholly provided for on windfall sites within the town during the plan period. Housing development is therefore proposed on a site at Milton (see proposal DT2 below), where the plan will require that two-thirds of the houses will be affordable, 50% of which should be managed by a Registered Social Landlord or similar.

Milton

E2.19 The Plan proposes the development of up to 170 dwellings at the Milton site which, following an extensive search and assessment process, was considered to be the most acceptable location for this scale of development in terms of landscape and other sustainability factors. Although fairly high-lying the site will be below the skyline with existing development in the vicinity of Milton Lane forming a backdrop, and the site landform is that of a natural, south-facing bowl feature. This will help the development to maximise solar gain. Existing hedgerows and trees will help to visually assimilate the development and provide shelter, and this will be enhanced by the tree belts and structural planting that will be required in association with the development. Dense tree planting around the southern boundary of the site will be essential to help establish the buildings in a landscape setting. A substantial area of public open space will be required in the central

southern part of the development, and this should include provision for sustainable drainage. New footpath routes will also be required connecting the residential and public open space areas and linking through the development to the neighbouring schools, employment area and sports facilities.

E2.20 A development of this scale will give rise to a significant number of children requiring schooling, and in accordance with the adopted Educational Infrastructure Code of Practice a financial contribution towards education provision will be required from the developer. There is also an identified need for a sports centre to serve the town, and any development on this site will also be required to make a financial contribution towards the provision of a sports centre being proposed in the Plan on an adjoining site. Development at Milton must comply with the Council's approved Concept Statement for the site together with other relevant approved Supplementary Planning Guidance (SPG).

E2.21 DT2: HOUSING DEVELOPMENT IN DARTMOUTH

- 1. A site of about 4.7 ha at Milton shown on the Proposals Map, Inset EA1, is proposed for housing development. Any development should be undertaken in a comprehensive manner, in accordance with the Council's approved Concept Statement for the site and satisfy the following;**
 - (a) of the total number of dwellings provided on the site two-thirds should be affordable houses to meet local needs, half of which should be rented accommodation managed by a Registered Social Landlord or similar;**
 - (b) the housing development on the site should be at a medium to high density overall and up to a total of about 170 dwellings;**
 - (c) safe and convenient pedestrian and vehicular access to the residential areas will be required, including direct vehicular links to Townstal Road and Milton Lane;**
 - (d) development will be required to include provision for:-**
 - (i) protection of existing important hedgerows and trees;**
 - (ii) structural planting and internal landscaping, particularly along the northern and southern parts of the site to provide a setting for the development, assimilating it into the surrounding countryside, and providing shelter and a natural edge to the development;**
 - (iii) public open space in the central/southern area of the site incorporating retention of existing important hedgerows and trees and new tree planting;**
 - (iv) a comprehensive footpath network including a route along the western boundary of the site between the park and ride site and the public open space, linkages to all public areas within the development and a direct link to Dartmouth Community College;**
 - (v) sustainable drainage for all surface water on the site and permeable surfaces on all parking areas;**
 - (vi) a financial contribution towards the provision of a sports centre at Milton;**
 - (vii) a financial contribution to education provision in the town and any needs for physical, social or economic infrastructure arising from the development; and**
 - (viii) retention of the existing farmhouse and stone barns at Milton Farm and their use for residential purposes.**

Economy

E2.22 The economy of Dartmouth depends upon a variety of sectors with the service sector dominant, but the manufacturing, tourism, agriculture and fishing sectors are also important. Dartmouth traditionally has been a market town serving a rural catchment area and that role remains important, particularly for the town's shopping and service sector functions. In line with the town's status as an Area Centre the Council aims to continue to maintain and enhance its economic profile not only by encouraging jobs, but also by helping businesses to expand.

Employment Land

E2.23 Within the town there are a number of well established employment areas where a wide range of mainly business and general industrial uses are located along with service sector industries. From April 1995 to April 2001 0.26 of a hectare of employment land was developed and at April 2001 3.67 hectares had planning permission for employment use. The present supply of new employment land is limited with the only substantial area being on the western outskirts of the town at Townstal.

Townstal

E2.24 There are few areas in or adjoining Dartmouth which would be suitable to accommodate new employment development, due to the built-up nature of the town, its valuable setting and the local topography. In preparing the previous Local Plan adopted in 1996 a variety of sites were considered in the search for new employment land around Dartmouth. This resulted in an area of about 3.46 hectares to the west of Townstal being proposed for employment development. Part of this has been granted planning permission for employment development, phase one of which has been completed. The remainder of the area has to date not been granted planning permission. The Council considers that this area should make a significant contribution towards the employment land needs of the town during the plan period and that development in Use Classes B1 and B2 would be most appropriate.

Milton

E2.25 As a further contribution towards the employment land needs of the town the plan proposes an additional small site of 0.5 ha to the west of the park and ride site where office development in Use Class B1 would be most appropriate. This site is included in the

Milton Concept Statement. This small employment site is well located on the edge of town adjacent to the main road. It is considered to be suitable for self-contained office development in one or two storey pavilion buildings. These should demonstrate architectural excellence and sustainable building practices given the site's prominent location. A substantial tree belt will be required between any development and the main road along with strengthening of the existing vegetation on the site's western boundary.



Employment Policy Areas

E2.26 Due to the limited supply of future employment land the significance of land already in such use is therefore highlighted as an employment resource for the future. Some such sites have been lost to other uses, primarily residential use, and it is often difficult to satisfy the requirements of firms seeking to move into the area or for relocation or expansion of existing employment premises. The town's resource of existing employment land including those sites outside of designated areas, is therefore protected in order to help maintain a wide and stable economic base.

Townstal, Nelson Road and Sandquay

E2.27 Policy Area 6 to the west of Townstal covers the town's most recently developed employment site, on which phase one has been completed with further phases programmed during the plan period. The employment area at Nelson Road is a longer established, purpose-built estate accommodating a range of employers. It is now served by the recently constructed access road, thus removing much employment traffic from the Townstal housing area. The Nelson Road employment estate is designated as Policy Area 7. The marine engineering works at Sandquay Road, currently operated by Vosper Thorneycroft, is the largest riverside employment site in Dartmouth. It has a long established maritime employment use, and importantly is the town's only employment area with direct river access. It is designated in the Plan as Policy Area 8. The Council considers that all of these areas make an important contribution to the local economy and that they should be retained for employment use.

Collingwood Road

E2.28 The Council has long been concerned about the inappropriate industrial uses located within the employment area at Collingwood Road and also by the difficult access arrangements to this estate which require employment traffic to travel through residential areas. The Council would be prepared to consider residential redevelopment of such sites subject to a satisfactory arrangement of land uses being achieved and the existing user being relocated on the new employment land to the west of Townstal. This is shown as Policy Area 9 on the Proposals Map.

Mayor's Avenue

E2.29 An area along the northern side of Mayor's Avenue has traditionally accommodated a range of commercial uses. Some sites have been redeveloped but it could benefit from continued revitalisation, commercially as well as in appearance. The area is close to the town centre and the Dart, and has direct access on to the town's main thoroughfare. The area has been an important employment resource for the town, and through a combination of rehabilitation, re-use and re-development could continue to provide an important edge-of-town-centre location for Class B1 Business uses. Given the area's location and the different uses within it the Council considers it to be suitable for mixed uses within Use Class B1, possibly including residential. Small-scale retail use, where this is ancillary and subsidiary to a main business or industrial use, will be permitted. In order to retain a significant level of employment generating uses within the area employment provision should be at least equivalent to the ground coverage of any new or converted building. The appearance of any proposals in the area will be of particular concern to the Council being adjacent to the Conservation Area, fronting a main road and close to the waterside.

E2.30 DT3: EMPLOYMENT DEVELOPMENT IN DARTMOUTH

1. A site of about 1.45 ha to the west of Townstal shown on the Proposals Map, Inset EA1, is proposed for employment development within Use Classes B1 and B2. Any development will be required to accord with the Council's approved Concept Statement for the site and include provision for:-
 - (a) direct vehicular access to the site from the Townstal relief road;
 - (b) structural planting and internal landscaping; and
 - (c) strengthening of the southern boundary of the site incorporating the retention of any existing important hedgerow and trees and the planting of a structural tree belt at least 10m in width.
2. A site of about 0.5ha to the west of the park and ride site shown on the Proposals Map, Inset EA1, is proposed for employment development within Use Class B1. Any development will be required to accord with the Council's approved Concept Statement for the site and include provision for:-
 - (a) direct vehicular access to the site via the park and ride access road;
 - (b) any buildings on the site to be no higher than 6.5m;
 - (c) structural planting along the site's northern boundary in the form of a tree belt at least 15m in width; and
 - (d) strengthening of the existing hedgebank and trees along the site's western boundary by additional planting.
3. Within Policy Area 6 to the west of Townstal, Policy Area 7 at Nelson Road and Policy Area 8 at Sandquay shown on the Proposals Map, Inset EA1, changes of use resulting in the loss of land or premises from employment use will not be permitted.
4. Within Policy Area 9 at Collingwood Road, the Council will permit residential re-development of existing employment sites subject to a satisfactory arrangement of land uses and the existing user being relocated on the new employment site west of Townstal.
5. Within Policy Area 10 at Mayor's Avenue, shown on the Proposals Map, Inset EA1, development including rehabilitation, re-use and new development will be permitted within Use Class B1. Residential and/or small-scale retail development will be permitted providing that it is part of a mixed use proposal in which Class B1 uses occupy at least an equivalent to the ground coverage of the new or converted building on any site and there will be a satisfactory standard of residential accommodation.

Shopping and Tourism

Shopping

E2.31 In keeping with its function as an Area Centre Dartmouth provides for the shopping needs of a significant rural area. The town has about 150 shops. A small supermarket of 604 square metres opened in 1996 in Mayors Avenue.

E2.32 To help maintain the character and the compactness of the shopping area the Plan

defines an area where sites for new shopping development will generally be acceptable. This is called the Central Shopping Area (CSA) and is focused on the town centre. In order to maintain the shopping character of the CSA there needs to be tight control of the uses within it. The Council considers that proposals for residential use at ground floor level within the CSA will detract significantly from its shopping character and will therefore not be acceptable. The Council is also keen to protect the predominant retail character of the CSA and therefore seeks to control the amount of non-

retail uses at ground floor level within the core zone of the CSA. (The extent of the core zone is shown on the Proposals Map, Inset EA3).

E2.33 Within the Central Shopping Area a variety of minor improvements could be undertaken to make shopping safer and more convenient. These should be closely linked to the proposals for traffic management and could include wider footways, new surfacing, good signing, seats, litter bins, drop kerbs and hand rails in association with general landscaping improvements. Special attention will be paid to ensure access for all.

Amusement Centres

E2.34 The Council is firmly of the opinion that amusement centres are not appropriate within the town because of their environmental impact and that they should therefore not be permitted. This is especially the case in the Conservation Area, main shopping streets, residential areas and other sensitive or inappropriate locations.

Tourism

E2.35 Dartmouth enjoys a scenic and important setting near the mouth of the River Dart and it serves a significant rural and coastal area which is highly popular with tourists. Water-based activity is also very important to the local tourism economy. An important part of Dartmouth's economic and commercial profile therefore stems from its function as a town important to tourism and the Devon Structure Plan identifies it as a coastal resort. In many such resorts a number of hotels have been converted to non-tourist uses and the Council remains concerned by this trend, bringing significant changes to the social and economic fabric of the community, and any future proposals for such changes of use would be considered under the protection of hotels policy (see the Part 1, General Policies document).



1. Within the Central Shopping Area at Dartmouth:

- (a) retail development (Use Class A1) in scale with the town centre will be permitted;
- (b) at ground floor level development in Use Classes A2 (Financial and Professional Services) and A3 (Food and Drink) in scale with the town centre will be permitted, only if it would not:-
- (i) result in less than 70% of ground floor frontages remaining in A1 Class use within the core zone, or undermine the vitality or shopping character of the street; or
 - (ii) detract from the appearance of the immediate environment especially within the Conservation Area; or
 - (iii) adversely affect the amenity of the surrounding area through consequent noise, smell, litter, congestion on pavements or disturbance arising from late opening hours;
- (c) on ground floors, proposals for dwellings (Class C3) will not be permitted;
- (d) above ground floor level, development in Use Classes A1 (shops), A2 (Financial and Professional Services), A3 (Food and Drink), B1 (Business) and C3 (Dwelling Houses) will be permitted providing that they satisfy criteria (b)ii and (b)iii above.
2. Amusement centres will not be permitted except where they will cause no harm to conservation interests, road safety or the amenity of local residents, will not conflict with other road uses and would meet the criteria set out in clause 1 b) of the Central Shopping Area policy.

Transport

E2.37 Dartmouth experiences severe traffic and parking problems, particularly during the summer. Parking is particularly difficult but the complex issues of road, traffic management, public transport and parking are closely related and need to be considered as a whole if Dartmouth's problems are to be alleviated. Any proposals must be sensitive to the important environmental and historic constraints within the town.

Devon Local Transport Plan

E2.38 Devon County Council is required to produce a Local Transport Plan (LTP) for its area as a framework for a more balanced and integrated transport system. The LTP covers a five year funding period and it is important to seek consistency between it and the local plan so that there is a co-ordinated approach to land-use planning and transportation.

E2.39 The LTP has designated 28 Local Areas based on market and coastal towns and their rural hinterland. One of these local areas is based on Dartmouth. The local areas programmes should accord with the

objectives of the LTP and the priorities identified in the Zone Programme.

E2.40 The Dartmouth Local Area Programme seeks to:

- improve opportunities for local journeys to be made by walking, cycling or using public transport as an alternative to the private motor vehicle;
- improve road safety particularly in the vicinity of the town's Community College and primary schools at Milton Lane; and
- improve signing for visitors, particularly of the Park and Ride facility.

Programme funding will enable schemes that will contribute to the local area by:

- improving pedestrian facilities in the town;
- enhancing local public transport facilities; and
- devising and promoting "Safer Journeys to School".

E2.41 One of the objectives underlying the Dartmouth Programme is to introduce pedestrian priority measures within the town centre (South Embankment and historic

core area). Another objective is to improve the current use of Rue de Courseulles sur Mer, North Embankment and South Embankment (including rearrangement of the system for parking and drop-off/collection for tourist coaches). Such a traffic management scheme and coach facility are proposed in this Plan. Dartmouth will be a node on the southern route of the National Cycle Network (NCN) through the district, with a link to the Torbay area via the ferries.

Pedestrian Priority

E2.42 The town centre area has a fine historic heritage and offers an attractive shopping environment. For much of the year the shopping area is busy but it tends to be dominated by highways and vehicles. Foss Street has benefited from pedestrianisation and environmental enhancement making it a more attractive shopping environment, and the Council considers that there is scope for further measures in the central area. Highway management improvements including giving greater priority to pedestrians could be introduced, helping to ease congestion, improve road safety and generally making the area more pleasant to shop and work in. These measures should be linked in to the environmental improvements proposed for the vicinity.

Car Parking

E2.43 The demand for car parking in the town centre exceeds the supply of spaces, particularly in the summer, and various parking problems therefore result. The Mayor's Avenue car park is the only major off-street car park in the town centre and is often full to capacity. Other parking spaces in the town centre are provided on-street, at Market Square and through the Park and Ride scheme which operates between April and October each year. Some also use the Darthaven car park at Kingswear and cross to Dartmouth on the passenger ferry.

Park and Ride

E2.44 A park and ride scheme on the A3122 on the approach to Dartmouth is operated between April and October by the District Council with the assistance of the County Council. This facility was relocated to its current site in 1997 and now offers an enlarged capacity, better facilities including toilets and increased length of operation. Improved signing, publicity and management has helped increase the popularity and success of the scheme which has made a significant contribution towards alleviating the severe parking and traffic problems previously experienced in the town centre. Additional suitable associated facilities at the site would

help to attract users and might include a small cafe, a tourist information point, a picnic site and some small craft units.

E2.45 Many visitors to Dartmouth come from Torbay, and a park and ride facility on the eastern side of the river could help alleviate parking difficulties and reduce ferry queues. A park and ferry ride facility will be required as part of any redevelopment at Noss (see The Dart Estuary, Noss and Galmpton Creek Chapter).

Coaches

E2.46 The provision of adequate coach parking facilities is an important aspect of the town's future prosperity. Many visitors come to Dartmouth by coach, but the number of coaches visiting the town, especially in summer, is generally in excess of that which can be easily managed. There is no feasible coach parking site in the immediate town centre area but coaches are able to park at the park and ride site on the edge of the town. It is therefore very important that coaches are able to successfully drop their passengers in Dartmouth, park in the park and ride car park and then return to collect their passengers. Such a drop-off/pick-up point needs to be close to the town centre and riverside and acceptable from a highway point of view. One of the Local Transport Plan's objectives for Dartmouth is to provide such a facility on the Embankment and the Highway Authority is advancing a scheme opposite Coronation Park. This location would enable coaches to drop their passengers and then go back up College Way to the park and ride without adding to the traffic congestion in the town centre.

Ferries

E2.47 The continued operation of the two vehicle ferries and passenger ferry across the river Dart is essential to the economy of the town and its surrounding area.

E2.48 DT5: TRANSPORT IN DARTMOUTH

- 1. A traffic management scheme giving greater priority to pedestrians is proposed for the town centre. This should be linked in with the wider environmental enhancement scheme proposed in the Plan, and any significant development proposals in the area will be required to contribute.**
- 2. A coach dropping-off/pick-up point is proposed at North Embankment.**

Community Facilities

E2.49 The town has a reasonable range of community facilities but the public has expressed dissatisfaction with the level of provision of several types of facility. Of particular concern is the lack of adequate playing fields and sports and leisure facilities, along with facilities for the young and the disabled. The library in Newcomen Road occupies cramped first floor accommodation. There is a relatively modern clinic in Mayor's Avenue.

Schools

E2.50 The town has three schools. Dartmouth Community College, Dartmouth Primary School and St. John the Baptist Catholic Primary School occupy adjoining sites at the top of the town at Milton Lane with adjacent playing fields. These facilities are important to the town and its surrounding hinterland. The sports facilities and outdoor swimming pool offer a degree of community use, although there could be scope to increase this.

E2.51 The Roman Catholic primary school is currently operating at capacity, and the programmed re-ordering of accommodation at the other primary school will potentially take up the spare capacity that it presently has. Additional residential development in the town during the plan period, including the proposed housing at Milton, is likely to give rise to the need for another two classrooms for primary schooling. The plan requires that housing developments will make a financial contribution towards education provision in the town in accordance with the adopted Educational Infrastructure Code of Practice. The Education Authority has indicated that this additional primary capacity could be provided within the existing primary schools site. The Community College is currently operating well in excess of capacity but on-going development there will resolve this problem. However, future residential development in the area will also result in a need to increase the college's capacity, so the financial contributions will go towards this. The Education Authority has indicated that in the medium to long term the college will require additional land for expansion.

E2.52 The Community College and Primary Schools lie within the town's Development Boundary and there is scope there for further provision of education facilities. The Plan designates a Policy Area which covers the schools sites, within which development for educational, community and recreational purposes will be permitted.

Playing Fields and Sports Provision

E2.53 In recent years there has been an under-provision of playing fields serving the town with a need identified for additional adult and junior football pitches, one junior rugby pitch and one cricket pitch. This deficit will be rectified by the further development of the Council's sports pitches at Norton which is programmed to be implemented during 2001. The Plan proposes sports pitches for this area. The scope for enhancing dual use of the community college's sports facilities should be investigated.

E2.54 The Norton area, adjacent to the main road approach to the town, contains a variety of uses including the park and ride site, playing fields and football ground. The vicinity offers the only extensive area of fairly level land in or adjoining the town and both publicly and privately owned sports pitches are located there.

E2.55 The principle of a sports centre and playing field provision at Norton has been strongly supported by the local community.

Flavel Centre

E2.56 Dartmouth lacks a good sized modern building that could serve as a focus for a number of activities in the town. A proposal for such a multi-use community facility on the site of the Flavel Hall and adjoining former fire station has arisen from the community. Locally referred to as "The Flavel Centre", this concept, for a purpose-built centre which could accommodate a range of community uses, possibly including a new library, received very strong support in the issues consultation. A site for the centre is proposed in the Plan and is shown on Inset EA3. The environmental improvements proposed for Flavel Place could be carried out in conjunction with the development of the Flavel Centre in a co-ordinated manner.

Townstal Community Hall

E2.57 Townstal is a large area of housing at the top of town some distance from the facilities down in the town centre. Through the Estate Action programme the need for a purpose-built community hall was clearly expressed by the residents of Townstal. The Council has supported this initiative, and the site identified for such a building at Ivatt Road has been granted planning permission. The Plan proposes a community hall on this site.

Watersports Centre

E2.58 The town's position near the mouth of the river Dart makes it ideal for a range of water-based sports and leisure activities.

There are many local clubs and organisations for such activities and some of these have jointly advanced the need for a watersports centre. The Council considers that this could best be located at Coronation Park/North Embankment, and that any scheme should co-ordinate with the environmental improvements proposed for Coronation Park. The concept of a Watersports Centre has received reasonable community support.

E2.59 DT6: COMMUNITY FACILITIES IN DARTMOUTH

- 1. Development for educational, community and recreational purposes within the schools sites shown as Policy Area 11 on the Proposals Map, Inset EA1, will be permitted provided that it will have no significant adverse impact on the surrounding area. Any such development should be well related to existing facilities and buildings on the schools sites.**
- 2. An area of about 4.7ha at Norton is proposed for sports pitches.**
- 3. A sports centre and changing facilities for the sports pitches are proposed at Norton.**
- 4. The site of the Flavel Hall and former fire station is proposed for a multi-use community building. This proposal should be implemented in association with a co-ordinated scheme for environmental improvement of Flavel Place.**
- 5. A site at Ivatt Road is proposed for a community hall.**
- 6. A watersports centre and/or improved water-based facilities are proposed at the North Embankment.**

from environmental enhancement or landscaping schemes.

E2.61 The area immediately to the south and west of the Boat Float is the commercial hub and busiest part of Dartmouth. A co-ordinated scheme of environmental improvements would be of considerable benefit to the appearance and commercial profile of the town centre. A number of improvements have already been carried out, such as in Foss Street, but scope remains for a good deal more, such as improved signposting, lighting and better street furniture. Locations deserving particular attention are the Market Square, Mayor's Avenue car park and Flavel Place, where any improvement schemes should be closely related to the proposals for a new community centre on the site of the existing Flavel Hall. Improvements in the area of Duke Street, The Quay and Spithead could be carried out in conjunction with the traffic management scheme proposed in the Plan for the town centre.

E2.62 Coronation Park is prominent on the approach to the town centre, but has a predominantly functional appearance and could benefit from some improvements. These should be prepared as part of a comprehensive approach to any development at the North Embankment.

E2.63 Townstal Road is the main approach route into the town. The large adjoining housing area of Townstal has been subject to expansion, partial redevelopment and extensive environmental improvement in recent years. However, there is still scope to enhance the appearance of this approach to the town, especially along the road itself including the wide verges and the visually intrusive electricity and water installations. This could include improvement to hard surfaces and further planting including trees.

E2.64 Jawbones is an elevated and prominent site just outside the town close to the main A379 coast road. It has previously been used as a rubbish tip but much reclamation and landscaping work has been done, including extensive tree planting which is gradually establishing well. However, scope remains for further works including control of invasive weed, additional planting, improvement to the informal parking area and possibly the introduction of some seating and signage/interpretation to complement the fine, extensive views on offer from the site.

E2.65 The Council will involve the town council, landowners and other local interests in preparing the detailed schemes and carrying out the work.

E2.66 DT7: ENVIRONMENTAL IMPROVEMENTS IN DARTMOUTH

Environmental improvements are proposed at the following locations where any adjacent developments will be required to contribute:

- 1. The town centre including Market Square, Flavel Place, Mayor's Avenue and The Quay;**
- 2. Coronation Park;**
- 3. Townstal Road; and**
- 4. Jawbones.**

Environmental Improvements

E2.60 Although Dartmouth is generally very attractive, there are inevitably some parts of the town and certain specific locations which could benefit from tidying up and possibly

E3. Totnes

INTRODUCTION



The Town's Development

E3.1 Totnes is one of the most historic towns in Britain. It first appears in recorded history in the middle of the tenth century when a 'burh' was established during the reign of Edgar. In conservation terms the town is of national importance, and is recognised as such by English Heritage, the Civic Trust and other national bodies. It is one of Devon's relatively smaller towns and its economy depends on a variety of sectors. The town's population has grown considerably during the last three decades to reach its present total of about 8,000 people.

See Insets EA4 & EAS

E3.2 The medieval layout of Totnes is still very evident, and the limits of the Saxon burh are probably represented by the lines of the medieval walls which replaced the original earthen rampart in the twelfth century. The town is situated on the lowest bridging point of the River Dart, a factor which has signifi-

cantly influenced its growth, and still remains a reason for the level of congestion experienced, especially in the summer and increasingly throughout the year. The first bridge is said to have been built by the time of King John, who came to rule in 1216. The main street and shopping thoroughfare of the town rises from the river up the hill to the Norman Castle. This central area is the focus for the Conservation Area and contains the majority of the town's Listed Buildings.

E3.3 By the early 18th century, Totnes had become established as a country market town and over the last two centuries its economy has been based on the development of a variety of small industries. There has been a steady increase in the town's population over the last four decades and it now has a population of about 8,000. The town is defined in the plan as an Area Centre which indicates that it is important in providing facilities, shops and services for the surrounding rural area. It has a distinct role to play in the economic and social life of the district and county and this role should be maintained and developed.

The Town's Role as an Area Centre

E3.4 Totnes is proposed in the Plan as an Area Centre. This means that it is important in providing facilities, shops and services for the surrounding rural area. It has a distinct role to play in the economic and social life of the county and of South Devon in particular and that role should be maintained and developed. The Devon Structure Plan places the town in an area of development constraint in view of the area's sensitive rural character. However, it is recognised that there may be specific local needs for which provision should be made.

The Town's Setting and Conservation

E3.5 The South Devon Area of Outstanding Natural Beauty extends up the Dart Valley as far as the southern edge of Totnes; within this area the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social and economic well-being provided that this is compatible with its conservation. The Coastal Preservation Area also extends as far up the river Dart Valley as the southern edge of the town. The prominent hillsides to the south and the south west of Totnes which are so important to its setting, the valleys of the rivers Dart and Hems to the north and north east of the town and the attractive countryside to the east are all designated as Areas of Great Landscape Value. The landscape setting of Totnes is as a whole extremely important, and any new development should most carefully respect its sensitivity. More information on landscape designations and the associated policies is contained in the Part 1, General Policies document.

E3.6 Not only does Totnes have a beautiful setting, the town itself is highly regarded in terms of its historic environment. Its central area has an ancient tenement pattern, dating back to medieval times and earlier. This is based on what are now the two main shopping streets of Fore Street and High Street, rising steeply from the river Dart to the Castle. This plan has already stressed the unique, national conservation importance of Totnes. It has a remarkable number of buildings dating from the 17th century and earlier surviving in the town centre and there are also good examples of 18th and 19th century architecture. The town is also of great archaeological interest.

E3.7 The significance of Totnes in conservation terms is reflected by the extent of the Conservation Area and the number of Listed Buildings. The Conservation Area embraces a large part of the town and includes the two main shopping streets and historic buildings flanking them, the Castle, former warehouses alongside the river and the more peripheral residential areas at Bridgetown and Plymouth Road. Since its original designation in 1969 the Conservation Area has been extended to incorporate buildings, open spaces and walls of architectural or historic merit and of importance to the setting of the original area. The extent of the Conservation Area and its boundary alignment is shown on insets EA4 and EA5 for information purposes. More information on conservation is given in the Part 1, General Policies document.

Environmental Policy Areas

E3.8 The area of open land to the north west of Totnes Castle is extremely important to the setting of the Castle and to the appearance of the Conservation Area and that part of the town. Development which would alter its appearance or open character will not be permitted. In conjunction with English Heritage, which owns the Castle, and the Town Council which owns adjoining land, the Council will seek to achieve a greater degree of public access to this area of land.

E3.9 An area of southern Totnes in the vicinity of Cherry Cross, including Maudlin Road, Moat Hill and Totnes Down Hill, is characterised by narrow, winding roads, many with steep gradients. Vehicular accesses onto these roads are generally of a sub-standard nature and visibility for road users in this area is poor. Developments that would result in an increase in the volume of vehicles using this area will not be permitted.

E3.10 The residential area of northern Bridgetown, based on Jubilee Road, Bourton Road and Bridgetown Hill, has a distinct character with a low density of housing and mature gardens. The appearance of this area is very important to the character of Bridgetown and views of it from across the river. The Council wishes to see the character of this area protected. The main A385 Bridgetown Hill is steep and generally busy. Additional vehicular accesses onto it would be likely to constitute a hazard. Developments that would result in an increase in the number of accesses onto or vehicles using Bridgetown Hill will not be permitted.

E3.11 The Council has promoted a co-ordinated approach to the environmental

improvement of this important open area which runs through central Bridgetown. This area is an important local amenity, both in terms of the contribution that it makes to the visual character of the area and also in terms of the recreational opportunities that it provides. The Council's Coast and Countryside Service has undertaken much work with close community involvement and assistance. Further work is programmed and close links have been created with the local primary school. Due to the importance of this area development which would alter its appearance or open character will not be permitted. It is desirable to link the area to the riverside at Steamer Quay.

E3.12 Totnes is located at the tidal head of the River Dart, and the river is a significant and attractive feature of the town. It would be a great enhancement to the town's assets if riverside access for pedestrians could be increased, and the Plan seeks to secure this in association with any development proposals abutting the river.

E3.13 DT8: THE ENVIRONMENT IN TOTNES

- 1. The open area to the north of the Castle, shown as Policy Area 1 on the Proposals Map, Insets EA4 and EA5, should be retained as open space in order to maintain the contribution it makes to the visual character of the area.**
- 2. Developments which would increase the number of vehicles on the roads in the area around Cherry Cross, delineated as Policy Area 2 on the Proposals Map, Insets EA4 and EA5, will not be permitted.**
- 3. Development which would alter the low density character of, or increase the number of vehicles in, the Policy Area in northern Bridgetown will not be permitted. This area is shown as Policy Area 3 on the Proposals Map, Inset EA5.**
- 4. The open area comprising the Bridgetown green corridor, shown as Policy Area 4 on the Proposals Map, Inset EA5, should be retained as open space in order to maintain the contribution it makes to the visual character of the area.**
- 5. Any development on sites abutting the river should display the highest standards of design, employ materials which respect the riverside location, and incorporate continuous public access along the riverside.**



Housing

Recent Housing Development in the Town

E3.14 Totnes has grown steadily over the centuries but the substantial residential development at Bridgetown during the 1960's and early 1970's and the more recent developments principally at Follaton, have resulted in a more steady population growth during the last four decades.

E3.15 Between 1995 and 2001, 234 new units of accommodation were completed within the town's development boundary, many through the conversion or sub-division of premises. At April 2001 planning permission existed for a further 93 units, of which 47 were already under construction.

E3.16 Much of the development that has recently taken place or been given planning permission has been on a variety of large and small infill sites within the confines of the town, including a number of sites in the Southern Area. Any development proposals will be expected to be of a high design standard.

Housing for Local Needs

E3.17 The Council is aware of the need across the District in general including the Totnes area for affordable housing to meet the needs of local people. The local Totnes community has also expressed a need for affordable housing to be provided in the town. The Council commissioned a district-wide Housing Needs Survey the results of which indicate a significant shortfall in the provision of affordable housing to meet the needs of the existing population. Planning to meet the predicted shortfall would far exceed the strategic dwelling provisions of the Devon Structure Plan, and the Council considers such a level of development would cause unacceptable damage to Totnes and its surrounding area.

E3.18 The Council is, however, very concerned about the shortage of suitable affordable housing for local people and seeks to help address this issue through the Local Plan. The Plan therefore requires the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed). The Council considers that, on the basis of the findings of the housing needs survey and its own Housing

Register, the plan should aim to provide in the region of 300 affordable houses in the Totnes Travel to Work Area including about 180 affordable houses in Totnes during the plan period. This level of provision would not be wholly provided for on windfall sites within the town during the plan period. Housing development is therefore proposed west of Ashburton Road, south-east of Swallowfields, at Dartington Lane and in the Southern Area. On these sites the plan will require that two-thirds of the houses will be affordable, 50% of which should be managed by a Registered Social Landlord or similar.

E3.19 Any development on these sites must comply with the Council's approved Concept Statements for the sites together with any other relevant approved Supplementary Planning Guidance (SPG).

West of Ashburton Road

E3.20 Following an extensive search and assessment process the Council has concluded that the area between Ashburton Road and Barracks Hill is the most acceptable and sustainable location to accommodate the majority of the additional residential development required to meet the needs of the town. The site immediately adjoins the Community College and the main A385 road. The nature of the landform, the local topography and the hedgerows and trees that exist around and within the site, should combine to enable development here to be successfully contained and assimilated in the local landscape.

E3.21 The site is generally open to only local, short-distance views and any development will not have a significant visual impact on the wider landscape. Shelter can be enhanced by the hedgerows and tree belts which will be an integral part of the layout and solar gain should be able to be utilised. Substantial new tree planting will be required along the north-western flank of the development incorporating a wooded footpath link between Barracks Hill and the proposed sports field. Provision of this sports field between the new housing area and Laburnum Grove, incorporating new tree planting along the northern boundary, will be required in conjunction with the housing development. Retention and supplementing of the existing hedgerows and trees along the north-western/northern boundary of the site will help to establish a firm edge to the developed area of the town, with the aim

of providing a clear break between Totnes and the neighbouring village of Cott.

E3.22 Pedestrian links will be required across the site from the footpath through the proposed woodland area along the north-western boundary into the Community College site, through the wooded area along the south-eastern and south-western boundaries of Puddavine, from the sports field along the northern boundary to the A385, and footway provision along the site boundary with Barracks Hill. This network should link to a proposed new footpath, which will also be required, running south from the site to Copland Lane. The detailed design and layout of the site should preserve local distinctiveness.

South-East of Swallowfields

E3.23 The Plan proposes a housing development of up to 30 dwellings on a site at KEVICC Lower School adjoining the existing residential area of Swallowfields and Riverside. This development will only be allowed to proceed as part of a comprehensive scheme for the whole lower school site including the provision of public open space, riverside public access along the whole of the site's northern boundary, and provision for relocation of The Grove Primary School. Pedestrian links will be required to the school and to surrounding areas, and the detailed layout and design of the site should preserve local distinctiveness.

Dartington Lane

E3.24 The Council considers that a site adjacent to the junction of Dartington Lane with the main A385 is suitable to contribute towards providing for the identified needs for affordable housing in the town. The site is currently planted as a "crop" woodland, a central area of which could be cleared to provide an attractive site for a small housing scheme which would be visually contained by the remaining trees. Due to the small, restrained nature of the site the Council considers that any development here should be at a high density and entirely for affordable housing. The site's limited capacity, setting and location close to footpaths and cycle routes, public transport routes, including the rail station and KEVICC make it potentially suitable for an innovative, sustainable form of housing development such as eco-housing or a Co-Housing scheme, whose design should preserve local distinctiveness.

1. A site of about 5.3 ha west of Ashburton Road shown on the Proposals Map, Inset EA4, is proposed for housing development. Any development should be undertaken in a comprehensive manner, in accordance with the Council's approved Concept Statement for the site and satisfy the following:
 - (a) of the total number of dwellings provided on the site, two-thirds should be affordable houses to meet local needs, half of which should be rented accommodation managed by a Registered Social Landlord or similar;
 - (b) the housing development on the site should be at a medium to high density overall and up to a total of about 220 dwellings;
 - (c) safe and convenient pedestrian and vehicular access to the residential areas will be required, including direct vehicular links to Ashburton Road and Barracks Hill; and
 - (d) development will be required to include provision for:-
 - (i) protection of existing important hedgerows and trees;
 - (ii) structural planting and internal landscaping, particularly along the north-western/northern boundary of the site to provide a setting for the development, assimilating it into the surrounding countryside, providing shelter and a natural edge to the development and incorporating a woodland walk along the north-western edge of the area;
 - (iii) sports fields and associated community building and car park on the northern part of the site;
 - (iv) workshop units with associated car parking in the north-eastern corner of the site;
 - (v) a comprehensive footpath network, including linkages to all public areas within the development and direct linkages to the proposed sports field and the Community College;
 - (vi) sustainable drainage for all surfaces and surface water on the site; and
 - (vii) financial contributions to education and sports provision in the town and any needs for physical, social or economic infrastructure arising from the development.
2. A site of about 0.8 ha to the south-east of Swallowfields shown on the Proposals Map, Inset EA4, is proposed for housing development. Any development should be undertaken in a comprehensive manner, in accordance with the Council's approved Concept Statement for the site and satisfy the following:-
 - (a) of the total number of dwellings provided on the site, two thirds should be affordable houses to meet local needs, half of which should be rented accommodation managed by a Registered Social Landlord or similar;
 - (b) the housing development on the site should be at a medium to high density overall and up to a total of about 30 dwellings; and
 - (c) development will be required to include:
 - (i) direct vehicular and pedestrian access from Swallowfields;
 - (ii) provision for a new primary school on part of the site;
 - (iii) public open space between the housing and the River Dart including continuous riverside public access;
 - (iv) a safe and convenient footpath/cyclepath through the housing area and public open space with a linkage to the existing riverside path;
 - (v) shared car parking areas for use by the occupants of the dwellings;
 - (vi) sustainable drainage for all surfaces and surface water on the site; and
 - (vii) financial contributions to education and sports provision in the town and any needs for physical, social or economic infrastructure arising from the development.
3. A site of about 0.3 ha adjoining Dartington Lane, shown on the Proposals Map, Inset EA4, is proposed for housing development. Any development will be required to accord with the Council's approved Concept Statement for the site and:
 - (a) retain a wooded setting;
 - (b) incorporate highway and footpath access from Dartington Lane and shared parking;
 - (c) incorporate sustainable drainage for all surfaces and surface water on the site;
 - (d) make financial contributions to education and sports provision in the town and any needs for physical, social or economic infrastructure arising from the development; and
 - (e) provide exclusively for local housing needs, possibly in the form of co-housing.

Economy

E3.26 Totnes is a lively and generally prosperous town, benefiting over the years from its strategic location in relation to road, rail and the river. Its historic character also lends it advantage, attracting business and tourism investment. Its economy depends upon a variety of sectors, mainly service and administrative, and manufacturing and industrial. Totnes traditionally has been a market town serving a fairly large rural catchment area and it remains important, particularly for its shopping and service sector functions. It has an attractive shopping centre and an important part of this economic and commercial profile also stems from its function as a town important to tourism.

E3.27 In line with the town's status as an Area Centre the Council aims to continue to maintain and enhance its economic profile not only by encouraging jobs but also by helping existing businesses to expand. This is illustrated by the following figures: between 1995 and 2001, 0.93 of a hectare of employment land was developed, and at April 2001 only another 0.2 of a hectare had planning permission for employment use.

Employment Land

E3.28 The town has a number of well established employment areas within which a wide range of mainly light industrial and service sector industries are located. These areas have generally become fully developed so that in recent years the supply of new employment land has been very limited.

E3.29 There are few areas in or adjoining Totnes which would be suitable to accommodate new employment development, due to the built-up nature of the town and its valuable setting. However, the Council recognises the need for new employment development to assist in the growth of the local economy and considers that there is scope to provide additional employment land at two locations. First, the Plan proposes a site of approximately 1.6 hectares between the sewage treatment works and Marlands Farm. This site has development to either side, is close to the main Totnes industrial estate and lies alongside the main A381 road. Second, the Plan proposes a small development of single storey workshops to the west of Ashburton Road as part of the comprehensive package of proposals for that area. The site which extends to about 0.3 ha will incorporate car parking provision and tree planting along its northern boundary. Any development on these sites will be required to comply with the Council's approved Concept Statements for the sites together with any other relevant approved Supplementary Planning Guidance (SPG).

Employment Policy Areas

E3.30 There has been recent concern in the local community regarding the loss of various small sites from employment to other uses in the town. The Council is also keen to protect the town's important resource of employment land. The significance of land currently or last used for employment is therefore highlighted as an employment resource for the future. Some such sites have been lost to other uses, primarily residential use, and it is often difficult to set aside the requirements of firms seeking to move into the area or for relocation or expansion of existing employment premises. The town's resource of existing employment land including those sites outside of designated policy areas, is therefore protected in order to help maintain a wide and stable economic base.

E3.31 Over the years considerable employment development has taken place on some of the town's industrial estates especially at Babbage

Road and Station Road. In view of the scarcity of suitable new employment land, the Council will continue to seek to maximise the employment potential of these areas by means of intensification and rationalisation. These, and other important employment areas at the Unigate Dairy and Malt Mill/Lower Castle Street are protected for employment uses by the Plan in order to help maintain a wide and stable economic base. Changes of use from employment to other uses will not generally be permitted.

St. Peters Quay, Baltic Wharf and Steamer Quay

E3.32 These are important employment areas whose riverside location means that they are attractive to investors and important for meeting employment uses requiring a waterside location. The Plan safeguards the sites for employment in use classes B1 (business), B2 (general industrial) and B8 (storage and distribution), particularly marine-related uses.

E3.33 DT10: EMPLOYMENT DEVELOPMENT IN TOTNES

- 1. A site of approximately 1.6 ha adjoining the Newton Abbot road shown on the Proposals Map, Inset EA4, is proposed for employment development within Use Classes B1 and B2. Any development will be required to accord with the Council's approved Concept Statement for the site and include provision for:-**
 - (a) protection of existing important hedgerows and trees;**
 - (b) structural planting and internal landscaping;**
 - (c) retention of a buffer between any new development and the River Hems to respect the floodplain;**
 - (d) sustainable drainage for all surfaces and surface water on the site; and**
 - (e) a financial contribution towards a footpath link between The Bourtons and the roundabout at the junction of the A381 with the A385.**
- 2. A site of approximately 0.3 ha west of Ashburton Road is proposed for employment development within Use Classes B1 and B2, and will be required to be provided for in conjunction with the proposed adjacent housing development. Development will be required to accord with the Council's approved Concept Statement for the site and include provision for:-**
 - (a) protection of existing important hedgerows and trees, internal landscaping and strengthening of the site's northern boundary by additional tree planting;**
 - (b) a public footpath through the northern part of the site linking the adjacent sports pitches to the main road; and**
 - (c) sustainable drainage for all surfaces and surface water on the site.**
- 3. Within Policy Areas 5, 6, 7, 8, 9 and 10 shown on the Proposals Map, Inset EA4, changes of use resulting in the loss of land or premises from Use Classes B1 and B2 will not be permitted.**
- 4. In the riverside Policy Areas 9 and 10, in addition to the requirements of clause 3 above, marine-related or B1 (Business), and B2 (General Industrial) uses will be particularly encouraged. Retail uses will not be permitted. Developments will be required to contribute to safe and convenient pedestrian and vehicular access, incorporating continuous riverside access, and attain a high design standard in accordance with policy DT8:5.**

Shopping and Tourism

Shopping

E3.34 In keeping with its function as an Area Centre, Totnes provides for the shopping needs of a wide rural area. The town has about 227 shops. During the 1990s the amount of retail floorspace increased, mainly as a result of the development of the Safeway supermarket.

E3.35 To help maintain the character and compactness of the shopping area and the effectiveness of the transport and parking proposals, the plan defines an area where sites for new shopping development would generally be acceptable. This is called the Central Shopping Area (CSA) and is focused on Fore Street and High Street. In order to maintain the shopping character of the CSA there needs to be tight control of the uses within it. The Council considers that proposals for residential use at ground floor level within the CSA will detract significantly from its shopping character and will therefore not be acceptable. The Council is also keen to protect the predominant retail character of the CSA and therefore seeks to control the amount of non-retail uses at ground floor level within the core zone of the CSA. (The extent of the core zone is shown on the Proposals Map, Inset EA5).

E3.36 Within the Central Shopping Area a variety of minor improvements could be undertaken to make shopping safer and more convenient. These should be closely linked to the proposals for greater pedestrian priority in Fore Street and High Street and could include highway and footway improvements, good signing, seats, litter bins, drop kerbs and hand rails in association with general landscaping improvements. Special attention will be paid to ensure access for all. Any scheme should have regard to the traffic proposals for the town centre so that a co-ordinated and comprehensive set of measures can be advanced.

Amusement Centres

E3.37 The Council is firmly of the opinion that amusement centres are not appropriate within the town because of their environmental impact and that they should therefore not be permitted. This is especially the case in the Conservation Area, main shopping streets, residential areas and other sensitive or inappropriate locations.

Tourism

E3.38 Totnes is a town popular with tourists and attracts many visitors throughout the

year but especially during the summer season. Most people are drawn to the town because of its special historic character, the variety of local shops and the unique shopping experience it offers. Tourism thus makes an important contribution to the town's economy and commercial profile.

E3.39 DT11: SHOPPING IN TOTNES

1. Within the Central Shopping Area at Totnes:

- (a) retail development (Use Class A1) in scale with the town centre will be permitted;
- (b) at ground floor level development in Use Classes A2 (Financial and Professional Services) and A3 (Food and Drink) in scale with the town centre will be permitted, only if it would not:-
 - (i) result in less than 65% of ground floor frontages remaining in A1 Class use within the core zone, or undermine the vitality or shopping character of the street; or
 - (ii) detract from the appearance of the immediate environment especially within the Conservation Area; or
 - (iii) adversely affect the amenity of the surrounding area through consequent noise, smell, litter, congestion on pavements or disturbance arising from late opening hours;
- (c) on ground floors, proposals for dwellings (Class C3) will not be permitted;
- (d) above ground floor level, development in Use Classes A1 (Shops), A2 (Financial and Professional Services), A3 (Food and Drink), B1 (Business) and C3 (Dwelling Houses) will be permitted providing that they satisfy criteria (b) ii and (b) iii above.

2. Amusement centres will not be permitted except where they will cause no harm to conservation interests, road safety or the amenity of local residents, will not conflict with other road uses and would meet the criteria set out in clause 1(b) of the Central Shopping Area policy.



Transport

E3.40 Totnes experiences many traffic and parking problems, particularly during the summer. The complex issues of roads, traffic management, public transport and parking are closely related and need to be considered as a whole if the town's problems are to be alleviated. Any proposals must be sensitive to the important environmental and historic constraints within the town.

Devon Local Transport Plan

E3.41 Devon County Council is required to produce a Local Transport Plan (LTP) for its area as a framework for a more balanced and integrated transport system. The LTP covers a five year funding period and it is important to seek consistency between it and the local plan so that there is a co-ordinated approach to land-use planning and transportation.

E3.42 The LTP has designated 28 Local Areas based on market and coastal towns and their rural hinterland. One of these local areas is based on Totnes, where the approved strategy seeks to:

- provide walking and cycling routes and enhanced public transport facilities;
- encourage integration of public transport services; and
- encourage green tourism to the area served by or close to the National Cycle Network (NCN) routes.

Specific objectives for Totnes include:

- provision of a new footway to the A381 Newton Road;
- cycle route links through the town, including the town centre, as part of the NCN;
- investigate the feasibility of a park and ride facility; and
- improved access to the Community College for non-car journeys, especially cycle trips.

E3.43 Totnes will be a significant hub on the NCN route between Plymouth, Torbay, Newton Abbot and Exeter.

Pedestrian Priority

E3.44 Totnes town centre could benefit greatly from a carefully thought out, well-designed scheme affording greater pedestrian priority in the main shopping streets of Fore Street and High Street. These historically important and very attractive narrow streets could be made safer and more pleasant for shoppers, and congestion and damage to buildings would be reduced. The economy of

the town centre in general, pedestrian and highway safety, the local environment and conservation interests would all benefit.

More sympathetic surfacing and better street furniture could be provided. There may also be scope to further extend the concept in Ticklemore Street and elsewhere.

E3.45 Extensive consultations with all affected and interested parties are essential, particularly because of the lack of rear servicing for many premises. In 1991, following consultation, a limited access scheme was introduced which has proved to be unenforceable. In 1998 a further extensive consultation was undertaken of both Totnes residents and those in surrounding parishes, and both the Totnes Community Appraisal and the Local Plan Issues consultation asked questions on this matter. The public response has been clearly in favour of more effective traffic management in the town centre with greater priority given to pedestrians, and that such measures should be implemented on a permanent basis. Further consultation led by an independent facilitator is taking place to try to identify a clear way forward.

Traffic Management

E3.46 The County Council has identified the A381 and A385 through Totnes as a peak pressure route, and has adopted a management plan for them as part of a traffic congestion strategy. Some measures for alleviation for the Station Road part of the route have already been implemented, and further studies are continuing.

Car Parking

E3.47 Convenient and adequate car parking is important to the town's trade and its role as one of the main tourist centres in the South Hams. However the Council believes that to endeavour to meet the full extent of the potential demand for car parking in the town would almost certainly be damaging to its valuable historic character.

E3.48 The main car parks serving the town centre are those owned by the Council in the Southern Area, at Warlands and at North Street, with the Safeway supermarket car park, opened in 1993, providing in the region of 420 spaces adjacent to the town centre. Steamer Quay accommodates a great deal of the town's long stay car parking including limited provision for coaches.

Coach Parking

E3.49 The provision of adequate parking for coaches and suitable drop off points for passengers is an important issue as it helps support the number of visitors to Totnes and sustain the contribution tourism makes to

the economy of the town. Coach parking is available at Steamer Quay which is a reasonable walk from the town centre. Passengers are mainly dropped at The Plains which can become congested during the summer months. There has been local discussion concerning possible scope for further provision of coach parking and new dropping off arrangements for passengers.

E3.50 Existing coach parking facilities, the possible under provision, options to provide further parking and new dropping off arrangements need further consideration. The Council is presently in discussion with Devon County Council and others about various options but as yet no suitable site has been clearly identified or fully assessed.

Park and Ride

E3.51 The traffic difficulties that Totnes experiences are a result of its location at the convergence of five main roads together with its own prosperity and vitality. This gives rise to considerable volumes of traffic circulating within or passing through the town, and a high demand for car and coach parking especially during the peak summer months. It is important that appropriate parking opportunities remain available for the town. In an historic environment it could be damaging to endeavour to meet these demands within the town itself. However the promotion of a park and ride scheme could considerably alleviate the difficulties without detriment to the town's historic fabric. A successful scheme could not only help to relieve traffic congestion problems in Totnes, but could also enhance safety and convenience for both motorist and pedestrian. It could also divert harmful pressures away from the town's historic core and further enhance the prosperity which Totnes already enjoys. In order to succeed, any park and ride facility must be attractive to the passing motorist. This can largely be achieved through a combination of good signing, publicity and a well chosen site.

E3.52 The Council has undertaken an extensive search for a park and ride scheme that could successfully serve the town. It has proved to be very difficult to identify a site that could be successful from an operational point of view and also be acceptable on sustainability and environmental grounds. The District's two successful park and ride schemes are seasonal schemes at Dartmouth and Salcombe, resorts essentially served by just one main road approach, whereas Totnes has five main road approaches serving it. This compounds the difficulty of identifying a viable site. Given this issue of viability and the fact that the park and ride concept has not been tested in Totnes, the Council

considers that it would be prudent initially to introduce a park and ride on an experimental basis. The Plan proposes the KEVICC upper school site for such a scheme. This location is adjacent to the main A385 road through the town, and has the advantage of already containing an existing car park. This could be utilised for an experimental scheme operational during the summer school holiday period when demand for car parking in the town is at its highest, and use of the site for educational purposes is at its lowest.

Riverside Access

E3.53 The River Dart is one of Totnes' greatest assets and is a major attraction for both residents and visitors. Although there is public access to the riverside at some quaysides and on footpaths along stretches of the banks, there are many places with no public access to the water's edge. The provision of a continuous riverside walk along both banks of the Dart would provide an excellent amenity for residents and visitors alike and also help pedestrian circulation within the town. Improved pedestrian links between existing footpaths and the riverside should also be secured wherever possible.

E3.54 DT12: TRANSPORT IN TOTNES

1. A pedestrian priority scheme is proposed in Fore Street and High Street.
2. A park and ride scheme is proposed at the KEVICC Upper School site.
3. The Council will promote traffic management in the town centre in conjunction with the proposed pedestrian priority scheme.
4. Footpaths connecting into the riverside walk through the open space at Bridgetown, and alongside the river Dart, including at Steamer Quay and Baltic Wharf are proposed.
5. Riverside walks are proposed on both banks of the River Dart in Totnes. Development schemes on sites adjoining the River Dart in Totnes should include provision for continuous public access to the riverside.

Community Facilities

E3.55 There is a wide variety of community facilities available in Totnes although some are in cramped premises and the community has expressed concern about provision for the young and for the disabled. The Pavilions, extended to include the sports hall, is a major sporting facility in the town in association with the adjoining sports pitches, bowling green and tennis courts. A new community hospital for the town was completed in 1994 close to the town centre and recently a new doctors surgery/health centre has also been opened. Within the town centre there is the Civic Hall, library and two museums. Totnes also has police, fire and ambulance stations. These facilities are important to the town and its surrounding hinterland.

Schools

E3.56 Totnes has three schools. The King Edward VI Community College is located on the edge of town and there are two primary schools, one at Bridgetown and one at The Grove just to the south of the town centre. The Community College serves the town and a large surrounding area. Apart from its teaching function it is also an important community resource for the area and offers dual use of many of its facilities such as the Ariel Centre and indoor and outdoor sports facilities. The College occupies a split site on each side of the main A385 route through the town. The buildings on the lower school site are old and inadequate for modern education purposes and much of the upper school operation is housed in old, temporary buildings. These factors contribute significantly to the major operational difficulties which the College faces, exacerbated by the fact that the number of pupils on the roll currently exceed its capacity. The Grove Primary School also faces significant difficulties being housed in old, inadequate buildings on a restricted site.

E3.57 As a result of these difficulties, the County Education Authority is currently undertaking a review of its educational and other facilities within the town, principally involving KEVICC, The Grove School and its town centre sites at the library and The Mansion. The resultant proposals will be subject to a full public consultation by the County Council. Aware of the need to relocate The Grove Primary School, the Plan

proposes a new site for it at the KEVICC Lower School where there is adequate space to accommodate a new purpose-built school and play field. Being situated opposite the Community College there would be scope for shared use of facilities. The Plan proposes the remainder of the Lower School site for substantial public open space adjoining the River Dart and for a residential development of 24-30 dwellings adjoining the existing housing area at Swallowfields. Any scheme for this area should include provision for footpath/cycle path linkages through the housing and public open space areas linking to the riverside path.

E3.58 Aware of the educational requirement for improved facilities and additional space at KEVICC the Plan proposes a strip of land adjoining the school's western boundary for future school expansion. Given the proposal for development between Ashburton Road and Barracks Hill, which in effect will "land-lock" the KEVICC site, it is important at this stage to reserve an appropriate area of land to meet the future operational requirements of the college. The whole of the college site is within the town's Development Boundary, and in recognition of the scope there for further provision of education facilities the Plan designates a Policy Area where development for educational, community and recreational purposes will be permitted.

Totnes Library

E3.59 Totnes library, situated just off High Street, occupies a very cramped building to which access is poor. Devon County Library Service would like to find better premises and the County Council is considering this as part of its review of educational and other facilities within the town.

The Civic Hall and Square

E3.60 The Civic Hall and Square occupy a prominent position in High Street. Although a range of events take place there, the hall in



particular is generally perceived as a valuable but under-utilised resource and there is substantial support for enhanced community use of the hall. The design and appearance of both the hall and square have also been the subject of debate in the town, and the Council considers that both could be refurbished to provide an improved community facility and an environmentally enhanced open space. The local community is evenly divided in opinion as to whether the hall should be demolished and replaced by a new one or whether the existing hall should be improved for future use. A Civic Hall Group has been established in the community and is working to enhance the hall and its use; a sequential Appraisal, Feasibility Study, Architectural Survey and Full Business Plan for the building will have been completed by the time a recent Charitable Trust application is accepted.

Playing Fields and Open Spaces

E3.61 Although there is open space provision in the riverside areas of Totnes, at Borough Park, Bridgetown green corridor and elsewhere, there is a need for additional provision for the town. Close to the town centre, particular needs are for the provision of a town park or gardens and for children's play space. The proposals for the Southern Area include provision for these needs, and should The Grove Primary School be relocated, it is hoped that re-development of the vacated site could also include provision for a significant public open space. There is also an under-provision of playing fields serving the town and a need identified for an additional two adult football pitches, one adult rugby pitch plus provision for junior football. To help meet this under-provision the Plan proposes a site to the west of Ashburton Road which could accommodate two adult pitches/cricket pitch. The Plan requires this playing field provision as part of the adjacent proposed residential development, and the site should also accommodate a community sports building/changing rooms and car park. This provision should be included in a comprehensive scheme for this area between Ashburton Road and Barracks Hill.

E3.62 The scope for enhancing dual use by the community of school sports and other facilities will continue to be investigated with the Education Authority.

Wetland Amenity Area

E3.63 The low lying land alongside the river Dart between Brutus Bridge and Bridgetown is an important wetland area occupying an important site alongside the main route through the town. The Council considers that this area should be protected and kept free from development and also that it should be properly managed as a valuable wetland amenity and ecological resource. The scope to use this site more greatly as a local amenity and educational resource should be carefully examined.

E3.64 DT13: COMMUNITY FACILITIES IN TOTNES

- 1. Development for educational, community and recreational purposes within Policy Area 11 at the Community College, shown on the Proposals Map, Inset EA4, will be permitted provided that it will have no significant adverse impact on the surrounding area. Any such development should be well related to existing facilities and buildings on the site.**
- 2. A site for the relocation of The Grove Primary School is proposed on part of the site of KEVICC Lower School. Its development should be undertaken in accordance with the Council's approved Concept Statement for the site.**
- 3. An area of public open space is proposed on part of the site of KEVICC Lower School. Its development should be undertaken in accordance with the Council's approved Concept Statement for the site and include provision for continuous public riverside access.**
- 4. An area for sports pitches is proposed to the west of Ashburton Road. Any development should be undertaken in a comprehensive manner, accord with the Council's approved Concept Statement for the site and include provision for:-**
 - (a) a community sports building incorporating changing rooms;**
 - (b) footpath/cycle path linkages to Ashburton Road and Barracks Hill;**
 - (c) vehicular access and a car park;**
 - (d) substantial landscaping including new planting.**
- 5. A wetland amenity area is proposed on the low-lying land adjacent to the River Dart between Totnes Bridge and Brutus Bridge, shown on the Proposals Map, Inset EA4.**

The Southern Area

E3.65 To the south of the historic core of the town lies an important area of land, largely owned by the Council and generally under-used. The area is well placed for the provision of public open space and is important in providing car parking close to the town centre. A new access road linking car parks in the Southern Area was built during 1991, to enable the area's development as well as improving access to car parks and assisting traffic circulation within the town centre.

E3.66 The Council has sought to secure the development of this area in a comprehensive manner to achieve the best layout and to help ensure a high standard of design in keeping with the historic town. A development brief for the area was agreed by the Council in 1990, setting out principles to guide the nature of development in this sensitive part of Totnes, following which the Council carried out extensive local consultation and established a local design group to advance the preparation of a scheme. A design brief, prepared by the local design group, was approved by the Council in 1996,

and in the same year a package of planning applications for the area's development was also approved. Proposals included housing and office development, a new town centre car park at the end of St Katherine's Way, and a range of public open spaces, including a town park and a tree lined pedestrian avenue towards the rear of the Civic Hall.

E3.67 Endeavours to secure funding for the proposals throughout the 1990's have not been successful, but the Council remains committed to securing a high quality design solution for the area which will help to address the town's needs, particularly for some affordable housing, public open space and town centre car parking. The plan proposes this combination of uses for the area and requires archaeological investigation and the protection of the area's character, particularly the stone walls which are a feature of the area but in need of repair and maintenance.

E3.68 Development will be required to comply with the Council's approved design brief and Concept Statement for the area, together with any other relevant approved Supplementary Planning Guidance (SPG).

E3.69 DT14: THE SOUTHERN AREA OF TOTNES

Within the Southern Area of Totnes as shown on the Proposals Map, Inset EA5, housing development is proposed and will be required to incorporate town centre car parking and a well integrated system of public open spaces, including a town park. Any development will be required to accord with the Council's approved Concept Statement for the site and provide for the following:

- (a) a full archaeological assessment, allowing for and enabling archaeological investigation, particularly in the vicinity of Cistern Street and Leechwell Street and on the south side of South Street;
- (b) protection of existing important features, including the important stone walls which intersect the area, and particularly avoiding any significant breach of Leechwell Lane, conserving its course and flanking stone walls;
- (c) a high quality of design, respecting the historic character of the town and local distinctiveness and incorporating internal landscaping;
- (d) the housing development on the site should be at a medium to high density overall and up to a total of about 85 dwellings;
- (e) of the total number of dwellings provided on the site, two-thirds should be affordable houses to meet local needs, half of which should be rented accommodation managed by a Registered Social Landlord or similar;
- (f) safe and convenient pedestrian and vehicular access throughout the area including a direct pedestrian link to the rear of the Civic Hall;
- (g) sustainable drainage for all surfaces and surface water on the site; and
- (h) financial contributions to education provision in the town and any needs for physical, social or economic infrastructure arising from the development.

Steamer Quay

E3.70 Steamer Quay occupies a prominent position on the east bank of the River Dart just downstream from the old Totnes Bridge and opposite Vire Island. Along the riverside there are a mix of uses including buildings accommodating a boating club, cafe and booking office, an open quayside important for the landing/disembarkation of river trips, and a large car and coach park. Steamer Quay Road separates these riverside areas from a caravan site, boat park, public conveniences and scout hut. Immediately downstream lies an area of modern employment development.

E3.71 The Council owns Steamer Quay and considers that there is considerable scope for its improvement, involving a re-ordering and possible intensification of uses, so that it makes a greater contribution to the local economy and to the appearance of this important riverside area. The Plan proposes a mix of uses, which could incorporate tourist

accommodation and/ or office/conference facilities, and must include public car parking, coach parking and public open space with footbridge links to Vire Island and The Plains. It will be important to retain significant public open space adjacent to the waterside and continuous public access along the river's edge. The ability for boat landing should be retained along with associated facilities. A direct pedestrian link from Steamer Quay to Parker's Way through a corridor of public space should also be provided, linking the riverside to the open spaces running through Bridgetown. A Concept Statement will be required for any development of the area, as shown on Inset EA5.



E3.72 DT15: STEAMER QUAY

At Steamer Quay, shown on the Proposals Map, Inset EA4, tourism accommodation and/or office/conference facilities are proposed and will be permitted only providing that they will also incorporate improved public open space, public car parking and coach parking. Any development should be undertaken in a comprehensive manner and will be required to:

- (a) incorporate continuous public access along the riverside, and safe and convenient pedestrian and vehicular access throughout the area, including footbridge links over the river to Vire Island and The Plains and a footpath and public open space link between the riverside and Parker's Way;
- (b) provide for the landing/disembarkation of river boats;
- (c) be of a high standard of design, including a landscaping scheme and materials conserving and reflecting the traditional character and local distinctiveness of the area, and recognising its proximity to the town centre, river and Conservation Area;
- (d) include sustainable drainage for all surfaces and surface water on the site; and
- (e) make financial contributions to education and sports provision in the town and any needs for physical, social or economic infrastructure arising from the development.

Environmental Improvements

E3.73 Although Totnes is generally very attractive, there are inevitably certain locations within the town which could benefit from tidying up and possibly from environmental enhancement or landscaping schemes.

E3.74 The Plains is a fine example of what can be achieved. A major environmental improvement scheme for this important area of the town was completed in 1989. The scheme has improved pedestrian safety and provides a dignified setting for the refurbished warehouses and other buildings there.

E3.75 There are several other locations in the town where environmental improvement schemes would be of benefit. These could involve, for example, tree planting, improvement of paved surfaces, better signs or general landscaping. These areas are:-

- Smithfields and Collapark housing estates contain small open grassed areas which could be enhanced for children's play, and the area as a whole could benefit from tree and shrub planting in feature locations;

- The Rotherfold is an important urban space at the top end of High Street where the current layout and use of materials could be more sympathetic to its important location within the town centre and Conservation Area. There is scope for re-ordering the square's layout giving less dominance to the highway and vehicles, and for the introduction of more sympathetic hard materials and additional tree planting;

- North Street car park serves the top end of town and also forms an important open space in the Conservation Area. The appearance of the present bland tarmac surface could be improved by the introduction of more sympathetic hard surfacing materials, and there is also scope to introduce limited tree/shrub planting and improved signage;

- The area around the A385/A381 Redworth junction is visually as well as functionally important for traffic travelling through Totnes. The appearance of the highway infrastructure and adjacent railway land could be improved by the introduction of more sympathetic materials and planting of vegetation. The residential area of St John's Terrace and Argyll Terrace, situated between the main road and railway, could also benefit from general enhancement to improve their local environment and buffer the housing from the adjoining transportation infrastructure;

- Bridgetown, between the old Totnes Bridge and the bottom of Bridgetown Hill, is the historic route through the old part of the town on the east bank of the river. It is currently a heavily used vehicular route between the town centre and the A385. In association with route and highway management measures improvements to the street scene could be introduced, such as hard surface enhancements, landscaping and limited tree planting;

- Steamer Quay occupies a prominent position on the east bank of the Dart and contains a variety of uses including employment units, car parking, caravan park and public open space. Longmarsh continues down river and consists of an important riverside open space reclaimed from the town's former rubbish tip. The Council has done much in the way of environmental improvement in this area, including landscaping and the introduction of a riverside walkway, but there remains scope for more: In association with the proposal for Steamer

Quay a landscaped open space link should be provided between Parkers Way and Steamer Quay Road, the riverside walkway surface should be completed, further tree planting introduced and improvements made to hard surfaces throughout the area; and

- The corridor of open spaces through Bridgetown form an important visual break in the residential development and provide a valuable recreation resource for residents of the area. The Council has already introduced much in the way of environmental improvement and management to the open spaces, but there is still scope for further works and the maintenance/management will need to continue, especially in terms of the stream and planted areas.

E3.76 These Environmental Improvement Areas are shown on the Proposals Map, Insets EA4 and EA5. The Council will involve the Town Council, County Council, landowners and other local interests in preparing the detailed schemes and in carrying out the work.

E3.77 DT16: ENVIRONMENTAL IMPROVEMENTS IN TOTNES

Environmental improvements are proposed at the following locations where any adjacent developments will be required to contribute:

1. Smithfields and Collapark;
2. The Rotherfold;
3. North Street Car Park;
4. Redworth junction/St. John's Terrace and Argyll Terrace;
5. Bridgetown, between Totnes Bridge and Bridgetown Hill;
6. Steamer Quay and Longmarsh; and
7. The open spaces in Bridgetown.

E4. The Dart Estuary, Noss and Galmpton Creek

The River Dart

E4.1 Central to the striking beauty of the area is the deep, sheltered estuary of the River Dart. In recognition of its national importance, the Dart Estuary is largely covered by the Area of Outstanding Natural Beauty and the Coastal Preservation Area. Development in these areas can only be permitted in very exceptional circumstances.



E4.2 Few rivers can match the natural beauty of the Dart. The entrance to the river, guarded by Kingswear and Dartmouth Castles, is exceptionally attractive with its steep rocky shoreline and wooded hillsides. The busy harbour area, in contrast, is a hive of marine-related activities with commercial and pleasure craft intermingling. Progressing upstream past the Britannia Royal Naval College the river widens and at this point Old Mill Creek offers a quiet and interesting backwater away from the main river. Upper Noss Creek marks the start of one of the most tranquil and unspoilt sections of the river, which, between here and

Dittisham, is characterised by thickly wooded hillsides. At Dittisham, bustling marine activity is again in evidence as the river widens and then sharply changes direction to continue its journey to Totnes and beyond.

E4.3 This important and beautiful estuary supports activities ranging from angling, sailing and pleasure boating to commercial shellfishing and marine engineering. Dartmouth, a competent harbour authority under the Pilotage Acts, is also home for the Britannia Royal Naval College. The pressure on the Dart from this wide range of uses is considerable.

E4.4 The Devon Structure Plan proposes that additional recreational usage of the Dart Estuary, and the maintenance of existing levels of usage, should only be envisaged where this would not adversely affect other interests such as wildlife conservation. The Council believes that there is no further scope for increased recreational use of the river and that the number of moorings may already have reached saturation point. Such matters are mostly the responsibility or require the approval of the Dart Harbour and Navigation Authority. Planning consent may also be required from the Council, and the plan includes a policy which seeks to constrain further intensification of leisure use of the river. The Part 1 General Policies document also contains relevant policy guidance.

E4.5 Besides the Council and the Dart Harbour and Navigation Authority, a number of other bodies have an interest in the Dart. These include the Environment Agency, South West Water, the Duchy of Cornwall and the Britannia Royal Naval College. It is important that the use of the estuary for navigational, commercial and recreational purposes is carefully controlled in order to protect, conserve and enhance the environment. This plan sets the context within which an appropriate balance can be achieved and maintained and the Council would press all parties to pay careful heed to its contents. Of continuing concern is the level of pollution in the river and the Council will strive, together with the appropriate bodies, to do all it can to see that this is carefully monitored and reduced wherever possible. Following a full environmental study of the estuary, South West Water is implementing a comprehensive improvement programme over the period 2000-2005 to raise the level of treatment of sewage discharges to comply with EC Directives.

E4.6 This Council has jointly commissioned the appointment of a Dart Estuary Officer and this has led, after extensive consultation, to the adoption of the Dart Estuary Environmental Management Plan. An informal "Dart Forum" has been established by the Council, at which interested parties can discuss and promote issues relevant to the river and its environs.

DT17: THE RIVER DART

Leisure and recreational development on or adjacent to the River Dart will be permitted where:

- (a) it is well integrated with existing development or adjoins developed sections of the shoreline;
- (b) it would not have an unacceptable effect upon the safety of navigation and/or conflict with the operation of commercial harbour and other established maritime uses;
- (c) the visual effect of the development and moored vessels would not have a significant adverse impact on the appearance and character of the area;
- (d) there will be no adverse impact on protected landscapes;
- (e) nature conservation interests will not be diminished;
- (f) there would be no pollution of the environment resulting;
- (g) it can be shown that any engineering or other measures associated with the development would not significantly interfere with the natural movement of sediment to such an extent as to accelerate the process of coastal erosion and deposition elsewhere; and
- (h) it would not obstruct existing public slipways and would allow for continued or improved public access to and enjoyment of the waterfront.

Noss

E4.8 The Dart Estuary is one of the finest natural harbours in the British Isles and has a long history of ship repairs and marine engineering. Its sheltered, deep water harbour is recognised by the Council as having considerable potential to make a significant contribution to the area's economy. However, it has declined as a working commercial port since the 1960's reflecting the national decline in this sector, and in 1999 the closure of the long-established Philip yard at Noss was announced.

See Inset EA2

E4.9 The Noss works occupies a prominent riverside site on the east bank of the estuary just upstream of Dartmouth. The existing buildings and infrastructure on the site are highly visible from the river and from much of the town and the surrounding countryside. The area is highly sensitive environmentally, lying as it does within the Area of Outstanding Natural Beauty and Coastal Preservation Area and in close proximity to National Trust land at Long Wood which forms one of the most important landscape features on the River Dart.

E4.10 Whilst recognising the important employment resource that the Noss site has represented over many years, the Council acknowledges the difficulty of securing significant levels of employment from ship-building and heavy marine engineering. However, the site is of critical value to the harbour in that it affords deep water at all states of the tide. The Council considers that its maritime potential should be protected in the longer term and that it still has the potential to play an important role in providing job opportunities and in making a significant contribution to the local economy, continuing its long-established employment use.

E4.11 The Plan therefore designates a Policy Area at Noss within which the loss of employment land or premises will not be permitted and employment development in Use Classes B1 and B2 will be permitted. Maritime-related employment uses will be particularly welcome. Because of the site's prominence and setting it will be important to control the height of any new buildings on the site and any development must therefore be carried out in an environmentally and visually sensitive fashion.

E4.12 Any proposals for the site will need to accord with a Development Brief or Concept Statement approved by the Council. The key elements of this should include:-

- recognition of the key importance of the site and its setting in landscape, ecological and visual amenity terms;

- the importance of the site to the local economy and the need to maximise employment opportunities within the carrying capacity of the environment;

- significant opportunities to visually improve the site and undertake significant environmental enhancements;

- the need for any development to recognise and complement the topography and terrain of the site and particularly the sensitivity of that part of the site nearest the estuary; and

- recognition of the limitations of the highway and other transport infrastructure serving the site.

E4.13 In acknowledging the success of the Dartmouth park and ride at Norton, and the continued difficulties in facilitating vehicular movements across the river evidenced by the lengthy ferry queues especially during the summer, the Council is keen to promote a park and ride facility on the eastern side of the Dart Estuary. As a result of the many constraints that exist in the area it has previously been difficult to identify a site. Any development proposals at the Noss site should take opportunity to provide a car park as part of a park and ferry-ride service to Dartmouth, including a pedestrian link between the car park and the existing Higher Ferry. The Plan proposes a part of the Noss area for such a use.

E4.14 DT18: NOSS

1. **Within the Policy Area at Noss, shown on the Proposals Map, Inset EA2, changes of use resulting in loss of land or premises from employment use will not be permitted. Employment development in Use Classes B1 (Business) and B2 (General Industrial) will be permitted.**
2. **Any development under clause 1 above will be required to make a financial contribution towards:**
 - (a) **the provision of car parking, including a park and ferry-ride service to Dartmouth; and**
 - (b) **significant environmental improvement to the whole site, including woodland planting to the east of the railway line.**

Galmpton Creek

E4.15 Galmpton Creek is a busy part of the Dart estuary with a scatter of boatyards and quays. These marine-related facilities are covered by a Policy Area in order to safeguard them from inappropriate development. The wider area lies within the Area of Outstanding Natural Beauty where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster their social and economic well-being provided that this will be compatible with its conservation. It also lies within the Coastal Preservation Area. Any development proposals should most carefully respect the sensitive local landscape.

*See Inset
EA30*

E4.16 DT19: GALMPTON CREEK

Within the Policy Area at Galmpton Creek shown on the Proposals Map (Inset EA30), marine-related B1 (business) and B8 (storage and distribution) uses will be permitted.

E5. Ashprington and Tuckenhay

Ashprington

The Village and its Setting

E5.1 The village of Ashprington, which is located about two miles south-east of Totnes, is attractively situated on a peninsula between the Dart estuary and the tributary Bow Creek. Ashprington has the character of an estate village and contains many fine stone buildings, particularly around the important focal area in front of the Durant Arms.

*See Inset
EA7*



E5.2 The village has a limited range of community facilities. Primary school children generally travel to Harbertonford, whilst the Area Centre of Totnes has a community college and meets many of Ashprington's service needs.

E5.3 The landscape setting of Ashprington is particularly important. The village and surrounding countryside lie within the South Devon Area of Outstanding Natural Beauty, where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social and economic well being provided that this is compatible with its conservation. The village is bounded to the north, east and south by the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive landscape.

E5.4 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and the limited community facilities in the village. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Environment and Conservation

E5.5 Most of Ashprington, including the older village core, is a Conservation Area. Also included are the areas between the

village and Ashprington Court and Frogmore Farm in recognition of their importance to the visual setting of the Conservation Area, which is shown on Inset EA7.

E5.6 The open area in the north-eastern part of the village, which is presently used as allotment gardens, is a significant part of the village's original estate layout and remains important to the character of the village. This area should remain open and development which would alter its character will not be permitted.

Housing in the Village

E5.7 Between 1995 and 2001, three new dwellings were completed within the village Development Boundary. At April 2001 there were no outstanding planning permissions for housing.

E5.8 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

E5.9 DT20: ASHPRINGTON

1. The open area of allotment gardens in the north east part of the village, shown as Policy Area 1 on the Proposals Map, Inset EA7, should be retained as open space in order to maintain the contribution it makes to the visual character of the area.

2. Development which would alter the character of the grounds of Ashprington House, shown as Policy Area 2 on the Proposals Map, Inset EA7, will not be permitted.

Tuckenhay

E5.10 Tuckenhay is a hamlet situated about half a mile to the south of Ashprington at the head of Bow Creek and extending along the valley of the River Wash. Much evidence remains of its long and varied industrial history. Extensive quays remain from the time when there was a large trade in road-stone. In the mid-19th century, there were two working paper mills as well as a corn mill.

*See Inset
EA27*



E5.11 The hamlet lies partly within the Area of Outstanding Natural Beauty and Coastal Preservation Area. The only community facility is the public house in the northern part of the settlement. There is no scope for further development without spoiling Tuckenhay's character and no Development Boundary is identified due to lack of community facilities, poor access and other constraints. Development could only be permitted in very exceptional circumstances.

Environment and Conservation

E5.12 As a small settlement, Tuckenhay is notable for containing two Conservation Areas. One borders Bow Creek in the vicinity of Tuckenhay House, and the other is based on the old paper mills and two terraces of cottages, acknowledging the historic and architectural importance of the locality. The two Conservation Areas are shown on Inset EA27.

E6. Avonwick and North Huish

Avonwick

The Village and its Setting

E6.1 The village of Avonwick is situated in the valley of the River Avon about six miles to the west of Totnes. It consists of two groupings of buildings separated by open fields. The Church of St. James is attractively situated near the centre of the settlement. The village contains a mix of older buildings and modern housing.

See Inset EA8

E6.2 Avonwick has quite a limited range of community facilities. Primary school children generally travel to South Brent or Diptford, whilst the Area Centre of Totnes has a community college and meets many of Avonwick's service needs.

E6.3 The landscape setting of Avonwick is important. The village and surrounding countryside to the south and east of the Ugborough road (B3210) lie within the South Devon Area of Outstanding Natural Beauty, where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social or economic well-being provided that this is compatible with its conservation. Immediately to the north and west of the village lies an Area of Great Landscape Value. Any development proposals in the village should most carefully respect this sensitive landscape.

E6.4 A Development Boundary, shown on Inset EA8, has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Housing in the Village

E6.5 Between 1995 and 2001, 16 new dwellings were completed within the village Development Boundary. At April 2001 planning permission existed for a further 15 dwellings, including 4 Housing Association units which the Council approved on a site adjoining the south west part of the village (subject to the completion of a legal agreement).

E6.6 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Traffic

E6.7 Traffic calming measures have been implemented on the A385 through Avonwick and further similar measures would be appropriate within the village on the B3210 Ugborough Road. The Council will press for

the work to be undertaken by the Highway Authority within the Plan period.

E6.8 The need for a play area and improved outdoor recreational facilities in the village has been identified by the local community. If suitable sites can be found and there is clear community initiative and involvement, the Council, in co-operation with the Parish Council, will assist in promoting the provision of such facilities.

North Huish

E6.9 The hamlet of North Huish is located on high land about one mile to the south of Avonwick within the Area of Outstanding Natural Beauty. There are no community facilities in the settlement. North Huish has no Development Boundary and development could only be permitted in very exceptional circumstances.

See Proposals Map



E7. Berry Pomeroy

The Village and its Setting

E7.1 The small village of Berry Pomeroy lies about one mile to the north-east of Totnes on the old Totnes to Torquay road. The village still contains working farms which, together with the low density of development and the continued existence of a number of orchards, give it a distinctive rural character.

*See Inset
EA9*



E7.2 The village has a very limited range of community facilities although this includes a primary school and village hall. The Area Centre of Totnes has a community college and meets many of Berry Pomeroy's service needs.

E7.3 The landscape setting of Berry Pomeroy is important. The village and surrounding countryside lie within an Area of Great Landscape Value. There is no scope for further development in the village without spoiling its character.

Environment and Conservation

E7.4 Much of Berry Pomeroy is a Conservation Area, including the church, Manor House and Barton; the area around Berry Farm; and orchards to the north-east and south-west of the village. This is shown on Inset EA9.

Housing in the Village

E7.5 There is no Development Boundary identified for the village due to the lack of facilities and the constraints referred to above and development could only be permitted in very exceptional circumstances.

Traffic Calming

E7.6 Berry Pomeroy experiences high volumes of through traffic. In 1990 a traffic calming scheme was completed for the full length of the main road through the village.

E8. Blackawton

The Village and its Setting

E8.1 Blackawton is located in the sparsely populated area to the west of Dartmouth. The village occupies an elevated position and, together with the surrounding countryside, is open to views for several miles. Access lanes to the village are very narrow.

*See Inset
EA10*

E8.2 The village has a fairly good range of community facilities, including a primary school. The nearest Area Centre of Dartmouth has a community college and meets many of Blackawton's service needs.

E8.3 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and service provision. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Environment and Conservation

E8.4 Much of Blackawton, including the old village core, the area around the church and the attractive bowl-shaped area of farmland to the south of the village is a Conservation Area. This is shown on Inset EA10.

Housing in the Village

E8.5 Between 1995 and 2001, 8 new dwellings were completed within the village Development Boundary. At April 2001 planning permission existed for a further 6 units of which 4 were under construction.

E8.6 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).



E9. Cornworthy

The Village and its Setting

E9.1 The village of Cornworthy, located about four miles south-east of Totnes, has developed in a linear manner along a narrow lane. Access to the village is poor and it is still a working agricultural community. Immediately to the west of the village are the remains of an Augustinian nunnery, founded between 1205 and 1238. The only surviving feature is a 15th century gatehouse. The village contains a varied mix of older buildings and modern housing.

*See Inset
EA13*

E9.2 The village has a limited range of community facilities. Primary school children generally travel to Harbertonford. The Area Centre of Totnes has a community college and meets many of Cornworthy's service needs.

E9.3 The landscape setting of Cornworthy is particularly important. About half of the village and most of the countryside to the north and east lie within the South Devon Area of Outstanding Natural Beauty, where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social or economic well-being provided that this is compatible with its conservation. The village is also bounded to the north and east by the Coastal Preservation Area whilst to the south-east lies an Area of Great Landscape Value. Any development proposals in the village should most carefully respect this sensitive landscape.

E9.4 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as

access and service provision. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Environment and Conservation

E9.5 The eastern half of the village is a Conservation Area. This includes the older village core, the area around the Church and the prominent steep-sided slopes above the village which are important to its setting. The Conservation Area is shown on Inset EA13.

Housing in the Village

E9.6 Between 1995 and 2001, no new dwellings were completed within the village Development Boundary. At April 2001 there was one unit under construction and no outstanding planning permissions.

E9.7 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Play Area/Car Parking

E9.8 The Cornworthy Community Appraisal (1999) identified a need to find an area for active sport and a suitable site for a play area for younger children. It also highlighted a general feeling that car parking is lacking in the village. If there is clear community initiative and involvement and suitable sites are identified, the Council, in co-operation with the Parish Council and others, will assist in promoting the provision of these facilities.



E10. Dartington

The Village and its Setting



E10.1 Dartington is made up of a number of hamlets, the largest of which is Cott located about one mile to the north-west of Totnes. The parish lies inside a large bend of the River Dart from which its name is derived, and has a long history. The parish contains the famous Dartington Hall and estate which brings many people to the area. The Hall itself dates from the late 14th century and is a Grade I Listed Building. From the 1920's the owners of the estate established there an experiment in the reconstruction of rural life and formed the Dartington Hall Trust which now controls many enterprises on much land within the parish. The Estate contains many important buildings and features. The present parish church stands beside the main Totnes road. It is a fine Victorian building and contains many materials from the original church which stood alongside the Hall.

*See Inset
EAG*

E10.2 Dartington has a good range of community facilities which includes a primary school. There is also the popular Cider Press Centre which attracts many visitors. The nearby Area Centre of Totnes has a community college and meets many of Dartington's service needs.

E10.3 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the

character and setting of the village together with other important considerations, such as access and service provision. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

E10.4 The landscape setting of Dartington is very important. The area to the north and east of the settlement, based on the Dart Valley, is an Area of Great Landscape Value (AGLV). The plan proposes a new AGLV based on the Bidwell Brook to the west. Much of the countryside around Dartington is steeply sloping and open to distant views. Any development proposals in the village should most carefully respect this sensitive landscape.

Environment and Conservation

E10.5 During recent years within the village there have been a few significant housing developments on sites that were previously open in character. There are now few open green spaces left within the village and the community has strongly expressed the opinion that these should be protected from development.

E10.6 There are four areas of open land within the central part of Cott which are important to the village and its setting. These are:

- (i) the old orchard to the east of the Dart Business Centre and to the north of Forder Lane;

- (ii) to the west of Newman Crescent;
- (iii) between Hunters Moon estate and the Cott Inn; and
- (iv) an open area within the Hunters Moon estate.

These areas should remain open and development which would alter their character will not be permitted.

E10.7 The wooded and landscaped grounds of Hunters Moon House and Winthills are an attractive feature on the south eastern outskirts of the village. The low density of development in this area should be retained and no damage caused to the mature landscape.

Housing in the Village

E10.8 Between 1995 and 2001, 57 new units of accommodation were completed within the village Development Boundary. At April 2001 planning permission existed for one unit which was under construction.

E10.9 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Local Jobs

E10.10 The Webbers Yard Employment Estate located on the north western flank of the village adjoining the main A385 is owned by The Dartington Trust. Scope remains within the estate for greater intensification, and a scheme has been approved for its redevelopment. This employment estate is an important contributor to the employment needs of Dartington and the wider Totnes area. The Council considers that The Dartington Trust central offices to the east and the textile mill to the west of Webbers Yard, and also the land south of the mill adjoining White Lodge, could be suitable for some employment use. The Plan identifies a policy area covering the whole of this site within which employment uses within classes B1, B2 and B8 will be acceptable.

E10.11 The Council will expect high standards of landscaping and appropriate levels of car park provision when determining proposals for the area. The estate is

readily visible from the adjoining main road and could benefit from tidying up. The Plan proposes that the area be subject to environmental improvement and this should be undertaken in conjunction with any redevelopment of the estate. Such a scheme should be carried out with the co-operation and assistance of the parish council, landowners and other interested parties.

Dartington Special Policy Area

E10.12 The Dartington Trust plays a unique role in the social and economic life of the village and surrounding area. The Trust is innovative and undertakes many educational and research projects of national interest. To the north-east of the village lies the Dartington Special Policy Area where, as an exception to general policy for the countryside, developments for educational, agricultural, cultural, research, renewable sustainable energy or rural diversification purposes may be permitted subject to certain criteria. Any rural diversification should be low key, ancillary and subsidiary to any primary agricultural functions and not conflict with any other development plan policies.

E10.13 DT21: DARTINGTON

- 1. The open areas to the north of Forder Lane, west of Newman Crescent, between Hunters Moon Estate and the Cott Inn and within the Hunters Moon Estate shown as Policy Areas 1, 2, 3 and 4 on the Proposals Map, Inset EA6, should be retained as open spaces in order to maintain the contribution they make to the visual character of the area.**
- 2. Development which would significantly alter the density of buildings or damage the landscape and character of the area around Hunters Moon House and Winthills, shown as Policy Area 5 on the Proposals Map, Inset EA6, will not be permitted.**
- 3. Within an area south of the A385 shown as Policy Area 6 on the Proposals Map, Inset EA6, only employment development within use classes B1, B2 and B8 will be permitted. Retail development will not be permitted. Any development will be required to contribute to the environmental improvement of the area.**
- 4. Environmental improvements are proposed at the Webbers Yard Employment Estate.**
- 5. Development for educational, agricultural, cultural, research, renewable sustainable energy or rural diversification purposes within the Dartington Special Policy Area, shown on the Proposals Map and Insets EA6 and EA23 may be permitted provided that it will have little adverse impact on the appearance, tranquillity or amenities of the area and that there is no significant loss of agricultural land.**

E11. Diptford

The Village and its Setting

E11.1 Diptford is situated about five miles to the south-west of Totnes, high up on the eastern side of the Avon Valley. The village contains a varied mix of older buildings and modern housing. Diptford can be accessed only by narrow lanes.

*See Inset
EA12*



E11.2 The village has a limited range of community facilities but this includes a primary school. The Area Centre of Totnes has a community college and meets many of Diptford's service needs.

E11.3 The landscape setting of Diptford is important. The village and surrounding countryside lie within the South Devon Area of Outstanding Natural Beauty, where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social or economic well-being provided that this is compatible with its conservation. Any development proposals in the village should most carefully respect this sensitive landscape.

E11.4 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations such as access and community facility provision. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Housing in the Village

E11.5 Between 1995 and 2001, one new dwelling was completed within the village Development Boundary. At April 2001 planning permission existed for one further unit.

E11.6 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

E11.7 The village is one of those where housing is proposed to help meet the wider needs of the area. It is a village with a reasonable level of existing facilities, where a suitable and sustainable site has been identified for development.

E11.8 A site at Wheat Park has been identified for housing. Landscaping treatment, layout and design details will be important to reinforce the village form and establish a stronger edge of development boundary. Development must comply with the Council's approved Concept Statement for the site together with other relevant Council approved Supplementary Planning Guidance (SPG).

E11.9 DT22: DIPTFORD

A site of 0.23 ha at Wheat Park is proposed for housing, as shown on the Proposals Map, Inset EA12. Any development should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site. Development will be required to include and provide the following:

- (a) a medium to high density housing development of about 10-12 units of affordable houses, 50% of which shall be rented accommodation managed by a Registered Social Landlord or similar;
- (b) a landscaping scheme, paying particular attention to the boundary treatment of the site.

Financial contribution towards education provision and any other physical, social or economic infrastructure needs arising as a direct consequence of the development will also be required.

E12. Dittisham and Capton

Dittisham

The Village and its Setting

E12.1 The attractive village of Dittisham has one of the most dramatic settings in the South Hams, making it popular with visitors, the retired and second home owners. However, it is still an active community. The village consists of two distinct clusters of buildings; Higher Dittisham around the Parish Church of St. George and Lower Dittisham climbing away from the Greenway Ferry crossing of the Dart. Vehicle movement in the village is difficult because the streets, especially Manor Street, are narrow and steep.

See Inset EA14

E12.2 The village has a limited number of community facilities. Primary school children generally travel to Blackawton. The nearest Area Centre is Dartmouth which has a community college and meets many of Dittisham's service needs.

E11.3 Dittisham lies entirely within the South Devon Area of Outstanding Natural Beauty, where the conservation and enhancement of

the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social or economic well-being provided that this is compatible with its conservation. Most of Dittisham is visible from the River Dart and it is closely contained on all sides by the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive river landscape.

E12.4 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and the limited range of community facilities. Within the Development Boundary only limited scope for development exists and this is subject to the normal planning considerations.

Environment and Conservation

E12.5 Dittisham has an extensive Conservation Area which covers three distinct parts of the village. At Higher Dittisham it is based around the historic and attractive area around Lower Street; at Lower Dittisham it includes the equally important historic area around

Manor Street; and finally it takes in Shinnars Meadow and The Ham in recognition of the great visual and landscape importance of these areas to its overall setting. The Conservation Area is shown on Inset EA14.

E12.6 Manor Street in Lower Dittisham and Lower Street in Higher Dittisham, together with the lanes, gardens and orchards off both of them, are especially historic and attractive. Access along these lanes is particularly difficult. Any development which would damage the character of these areas, or increase the number of vehicles using the streets, will not be permitted.

E12.7 An area in the north-eastern part of the village along either side of Riverside Road is characterised by residential properties with extensive gardens. This low density character should be maintained and infill or "backland" development which would significantly alter this character will not be permitted.



Housing in the Village

E12.8 Between 1995 and 2001, 2 new dwellings were completed within the village Development Boundary. At April 2001, planning permission existed for a further 3 units of which 1 was under construction.

E12.9 The Council is aware of the need for affordable housing to meet the needs of local people and the Dittisham Community Appraisal (1999) confirmed this, particularly for young people and low income families.

E12.10 The plan aims to help meet the need for affordable housing by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

E12.11 DT23: DITTISHAM

1. Development which would alter the character of the low density development along Riverside Road, shown as Policy Area 1 on the Proposals Map, Inset EA14, will not be permitted.
2. Development which would damage the character of or increase the number of vehicles in Policy Areas 2 and 3 shown around Manor Street and Lower Street respectively on the Proposals Map, Inset EA14, will not be permitted.

Capton

E12.12 Capton is a small hamlet several miles north-west of Dartmouth.

See Proposals Map

It has very few community facilities and lies entirely within the Area of Great Landscape Value.

E12.13 There is very little scope for development without spoiling the character of the hamlet. No Development Boundary is identified for the hamlet due to the lack of community facilities and other constraints referred to above.

E13. Halwell

The Village and its Setting

E13.1 The small village of Halwell is located about 5 miles to the south-west of Totnes on the busy main A381 road. It has few community facilities. Primary school children generally travel to Harbertonford, whilst the Area Centre of Totnes has a community college and meets many of Halwell's service needs.

*See Inset
EA15*

E13.2 A Development Boundary, as shown on Inset EA15, has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as the level of community facilities and service provision. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.



Housing in the Village

E13.3 Between 1995 and 2001, 23 new dwellings were completed within the village Development Boundary. These arose from conversions at the Crocadon Farm complex. At April 2001 there were no outstanding planning permissions.

E13.4 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Road Realignment and Car Parking

E13.5 The Halwell and Moreleigh Community Appraisal (1999) highlights road safety concerns at the bend of the A381 by the old Vicarage. A bend improvement scheme was previously included on the County Council's Sustainable Transport Schemes List but is not part of the current programme. South Hams District Council will continue to promote such a scheme or other traffic calming measures to improve road safety. There is very little public or on-street car parking space in the village. If the community were to identify a suitable site and there is clear community initiative and involvement, the Council will assist in promoting the provision of a car park.

Village Hall

E13.6 The Community Appraisal (1999) also identified a need for a village hall. This need is being addressed at the football field in Moreleigh where facilities should be able to meet the needs of both villages.

E14. Harberton

The Village and its Setting

E14.1 The village of Harberton is located about two miles to the south-west of Totnes amidst rolling countryside. The nearest main road, the A381 Totnes to Kingsbridge route, is over half a mile from the village which therefore experiences little in the way of through traffic. Access to the village is only gained via narrow country lanes.

*See Inset
EA17*

E14.2 The village has a very limited range of community facilities. Primary school children generally travel to Harbertonford, whilst the Area Centre of Totnes has a community college and meets many of Harberton's service needs.

E14.3 Much of the countryside around Harberton is open to distant views and to the south-west of the village lies an Area of Great Landscape Value based on the valley of the Harbourne River. The scope for further development in the village is very limited.

E14.4 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and community facility provision. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Environment and Conservation

E14.5 Much of Harberton is a Conservation Area. This includes the historic village core, the Church, the old village farms, the open area running north from Ford immediately to the east of the churchyard and the prominent hillside and attractive valley to the south of the village. The Conservation Area is shown on Inset EA17.

Housing in the Village

E14.6 Between 1995 and 2001, 13 new dwellings were completed within the village Development Boundary. At April 2001 there were no outstanding planning permissions.

E14.7 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).



Car Parking

E14.8 Due to the very narrow village streets and the lack of off-street car parking spaces, a need has been identified for a car park in the village. If a suitable site can be found, and there is clear community initiative and involvement, the Council will assist the Parish Council and other local interests in promoting its development.

Green Area/Playing Field

E14.9 The Harberton and Harbertonford Community Appraisal (1999) highlighted strong support for a public 'natural green area' for quiet relaxation and for improved playing field provision. Again, if there is clear community initiative and involvement, the Council will assist the Parish Council and other local interests in promoting these facilities.

E15. Harbertonford

The Village and its Setting



E15.1 The village of Harbertonford is located in the valley of the River Harbourne about three miles to the south-west of Totnes and is bisected by the busy A381 Totnes to Kingsbridge road. The older village core retains much of its character whilst more recent residential development has spread along either side of the valley. The buildings of a large former woollen mill remain within the village and there are also old mill buildings up-stream and down-stream from the settlement.

See Inset EA19

E15.2 The village has a good range of community facilities, including a primary school. The Area Centre of Totnes has a community college and meets many of Harbertonford's service needs.

E15.3 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as service provision. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

E15.4 Much of the countryside around Harbertonford is steeply sloping and open to distant views, and the village lies within the Harbourne Area of Great

Landscape Value. The scope for further development is limited.

Environment and Conservation

E15.5 Much of Harbertonford is a Conservation Area. This includes the old village core around the ford and bridge; the areas around the Church and mill and along the old Totnes and Moreleigh roads; the orchard east of Pear Tree Court; the cottages along Bow road; the open area east of Harbertonford Bridge; and the whole of the former woollen mill complex at Woodland Road. The Conservation Area is shown on Inset EA19.

Housing in the Village

E15.6 Between 1995 and 2001, 12 new dwellings were completed within the village Development Boundary. At April 2001 planning permission existed for a further 11 units of which one was under construction.

E15.7 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Traffic

E15.8 A considerable volume of traffic passes through Harbertonford on the busy A381. Despite the introduction of traffic calming measures, the Harberton and Harbertonford Community Appraisal (1999) highlights continuing local concern about traffic speeds and pedestrian safety. The Council will therefore promote the introduction of additional traffic calming measures and a pedestrian crossing for the village.

Community Facilities

E15.9 The village hall and football field at Woodcourt Road are valuable community facilities but the Community Appraisal (1999) expresses public support for improved outdoor sports/recreation facilities. The football field is currently used on a permissive basis only and it would be desirable to establish this field as a permanent facility for the village. The area could also accommodate a children's play area and additional car parking spaces for use in association with the community facilities. The Community Appraisal also highlighted strong support for a natural green area for quiet enjoyment and a public car park. The village also lacks public conveniences. The car park and public conveniences might suitably be located close to the village centre or main road.

E15.10 If suitable sites can be found for the above facilities and there is clear community initiative and involvement, the Council will assist the Parish Council in promoting the provision of such facilities.

E15.11 DT24: HARBERTONFORD

The Council will promote the introduction of additional traffic calming measures in the village along the A381.

E16. Littlehempston

The Village and its Setting

E16.1 The small village of Littlehempston is located just over a mile to the north-east of Totnes, alongside the River Hems. The parish as a whole still has a rural, working agricultural character. The village is not on a main road and is accessed only by narrow lanes. The main London to Penzance rail line runs along the river valley past the village.

*See Inset
EA20*

E16.2 The village has a very limited range of community facilities. Primary school children generally travel to Berry Pomeroy, whilst the Area Centre of Totnes has a community college and meets many of Littlehempston's service needs.

E16.3 The landscape setting of Littlehempston is important. The village and surrounding countryside are included within the Area of Great Landscape Value.



Environment and Conservation

E16.4 The Littlehempston Conservation Area was designated in 1992. This includes the Church, public house, Ivy Cottage and Littlehempston Bridge, all of which are listed as being of special architectural or historic interest. Also included are the area of high ground around Parkhill and the old orchards to the north of the church. These areas contribute considerably to the character of Littlehempston and are visually important to the setting of the area, which is shown on Inset EA20.

Housing in the Village

E16.5 There is no Development Boundary identified for the village due to the lack of community facilities and the constraints referred to above.

Cycling

E16.6 The National Cycle Network programme for the Totnes area includes a proposal for a route between Totnes and Newton Abbot via Littlehempston. The alignment of this route is shown on the Proposals Map, Inset EA20.

E17. Kingswear and Hillhead

Kingswear

The Village and its Setting

E17.1 The village of Kingswear is situated on the east side of Dartmouth Harbour, about one mile from the mouth of the River Dart. Its dramatic setting on the steep eastern slopes of the Dart gives excellent views of the river estuary and Dartmouth. Conversely, the village as a whole is a very important part of the landscape as seen from the Dart and the Dartmouth side of the river. The village has very close links with Dartmouth, to which people, including school children, cross on the Lower Vehicle Ferry or on the Passenger Ferry. The village also has a terminus for the Dart Valley Light Railway. Kingswear Quay is the main base for the Dart's important shellfishing industry.

See Inset EA1

E17.2 The village has developed in a linear fashion and traffic queuing for the Lower Ferry creates congestion in the village, particularly in the summer. The Council will continue to investigate the potential for a seasonal park and ride scheme for Kingswear with the full involvement of the Parish Council and local residents. There may be scope for a park and ride site to serve the needs of both Kingswear and Brixham with possible rail and ferry links.

E17.3 The village has a fairly good range of community facilities, whilst the Area Centre of Dartmouth has a community college and meets many of Kingswear's service needs. Although the primary school is rather cramped on its present site, the County Council has undertaken modernisation work to help improve the situation and there are currently no plans to relocate the school.

E17.4 Kingswear lies entirely within the South Devon Area of Outstanding Natural Beauty where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social or economic well-being provided that this is compatible with its conservation. The village is also closely contained on all sides by the Coastal Preservation Area. Any development

proposals in the village should most carefully respect this sensitive coastal landscape.

E17.5 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations. Within the Development Boundary only limited scope for infill development exists and this is subject to the usual planning considerations.

Environment and Conservation

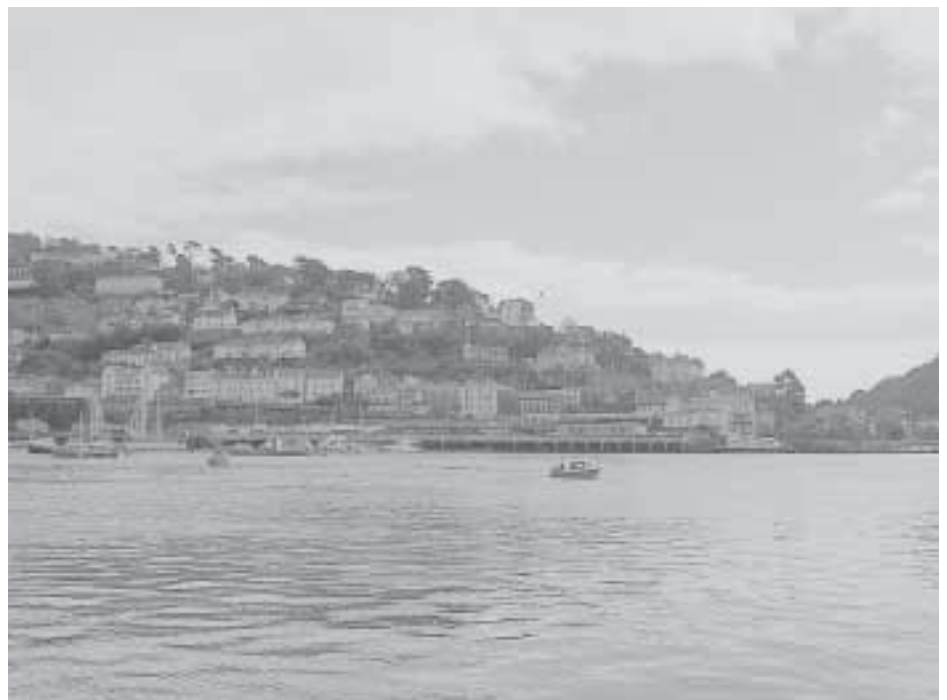
E17.6 The heart of the village, around the quayside slipways, station and church is a Conservation Area which is shown on Inset EA1.

E17.7 The heavily wooded and landscaped southern slopes of the village, around Castle Road and Church Hill, are characterised by large houses set in their own grounds. This is an attractive feature of the village and estuary. The low density of development in this area should be maintained and no damage caused to the mature landscape. However, some very limited development may be allowed providing it can be demonstrated that it would not result in unacceptable detriment to the area's character.

E17.8 Wood Lane, which connects Lower and Higher Contour Road, is both narrow and steep. Additional vehicular traffic on the road would be likely to constitute a hazard, especially given the close proximity of Kingswear Primary School. Similarly, additional traffic would also be potentially hazardous on Beacon Road and would detract from the character of the Conservation Area. Developments that would result in an increase in the number of vehicles using Wood Lane or Beacon Road will not be permitted.

E17.9 The attractive stone walls which border Wood Lane are an important part of the local character. The Council wishes to prevent development which would result in the removal of these walls.

E17.10 There is scope to further improve the appearance of the immediate riverside, including the Quay, Darthaven Marina and car park, and Waterhead Creek. A comprehensive scheme is desirable. The Council will seek the co-operation of the Parish Council, landowners and other interests in carrying out the work. The Parish Council have already carried out substantial improvement works to part of Waterhead Creek including provision of some open space, together with a footpath along the southern bank of the Creek. Kingswear Station car park performs an important function serving the village centre, railway and ferry. The Plan aims to retain this facility for the benefit of local people, businesses and tourism.



Housing in the Village

E17.11 Between 1995 and 2001, 18 new dwellings were completed within the village Development Boundary. At April 2001 planning permission existed for a further 9 units of which 6 were under construction.

E17.12 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Employment

E17.13 Fishing and other marine-related activities are an important part of the local economy. In order to protect such interests part of the riverside, including Darthaven Marina, is designated an employment policy area where it will be important to retain the fish quay and commercial fishing and marine-related activities will receive priority. Other leisure or tourism uses may be acceptable if their scale is appropriate for this sensitive waterside location.

E17.14 DT25: KINGSWEAR

- 1. In the quay area shown as Policy Area 1 on the Proposals Map, Inset EA1, the ability to provide for commercial fishing must be retained, including retention of the fish quay, together with at least 42 car parking spaces. Marine-related B1 (B1 Business Use) and other marine-related uses will be permitted if the scale, form and design is appropriate for this sensitive waterfront location. Leisure or tourism uses may be acceptable providing they comprise no more than 20% of the total area. Residential development will not be allowed.**
- 2. Development which would significantly alter the low density character of development or damage the landscape and character of the area around Castle Road and Church Hill shown as Policy Area 2 on the Proposals Map, Inset EA1, or which would increase the number of vehicles requiring access to Beacon Road, will not be permitted.**
- 3. Development which would increase the number of vehicles requiring access to Wood Lane shown as Policy Area 3 on the Proposals Map, Inset EA1, or cause damage to the high stone boundary walls there will not be permitted.**
- 4. The Council will promote environmental improvements at the riverside, including the Quay, Darthaven Marina and car park, and Waterhead Creek.**

Hillhead

The Village and its Setting

E17.15 Hillhead is a small settlement occupying a prominent position at the head of a valley to the north-east of Kingswear, close to the fishing port and holiday resort of Brixham. It is essentially modern in character and is dominated by the large development of Raddicombe Housing Estate.

E17.16 The settlement has few community facilities. Primary school children generally travel to nearby Kingswear, whilst the Area Centres of Brixham and Dartmouth jointly meet many of Hillhead's service needs.

See Inset EA16

E17.17 The settlement is wholly within the South Devon Area of Outstanding Natural Beauty where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or foster the area's social or economic well-being provided that this is compatible with its conservation. The village is also closely contained on all sides by the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive coastal landscape.

E17.18 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as the limited range of community facilities. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Housing in the Village

E17.19 Between 1995 and 2001 9 new dwellings were completed within the village Development Boundary. At April 2001 planning permission existed for a further 4 units of which 2 were under construction.

E17.20 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

E17.21 The village is one of those where housing is proposed to help meet the wider housing needs of the area and this can be accommodated on a "brownfield" site at the edge of the village.

E17.22 A site at Brixham Cross has been identified for housing. Landscaping treatment and design details will be important in order to reinforce the settlement edge and establish a more attractive approach to the village. Development must comply with the Council's approved Concept Statement for the site together with other relevant Council approved Supplementary Planning Guidance (SPG).

Park and Ride

E17.23 An informal park and ride scheme operates from Hillhead during Dartmouth Regatta week. In order to assist in solving

the parking problems of Dartmouth, the Plan proposes a park and ferry ride from Noss and the Council will also continue to investigate scope for such a facility to be extended at Hillhead, Churston or elsewhere.

E17.24 DT26:HILLHEAD

A site of 0.35ha at Brixham Cross is proposed for housing, as shown on the Proposals Map, Inset EA16. Any development should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site. Development will be required to include and provide the following:

- (a) a medium to high density housing development of about 10 units of affordable houses, 50% of which shall be rented accommodation managed by a Registered Social Landlord or similar;**
- (b) a comprehensive landscaping scheme, paying particular attention to the roadside boundary of the site;**

Financial contribution towards education provision and any other physical, social or economic infrastructure needs arising as a direct consequence of the development will also be required.

E18. Marldon and Compton

Marldon

The Village and its Setting

E18.1 Marldon is a large village located about four miles to the north-east of Totnes and to the west of the outskirts of Paignton. The busy main A380 Torbay Ring Road skirts its eastern side and the well-used old Totnes road runs through the southern part of the village. The northern area of Marldon contains the attractive old village core, whilst the extensive residential development which took place in the 1960's and 1970's has seen the village grow to the south.

*See Inset
EA22*



E18.2 The village has a fairly good range of community facilities including a primary school. The Area Centre of Totnes has a community college and, combined with the range of services available in nearby Torbay, meets many of Marldon's service needs.

E18.3 The landscape setting of Marldon is important. All of the surrounding countryside lies within an Area of Great Landscape Value. Any development proposals in the village should most carefully respect this sensitive landscape.

E18.4 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, including the high number of recent residential planning permissions approved in the redevelopment of Torbay Chalet Park. Within the development boundary only limited scope for infill development exists and this is subject to the usual planning considerations.

Environment and Conservation

E18.5 The open hillside south of the Church of St. John the Baptist is a prominent and attractive local feature which is very important to the setting of Marldon. This area should remain open and development which would alter its character will not be permitted. The open spaces at Pembroke Park and north of Belfield Close are also protected for their local amenity value.

E18.6 The Council considers it most important that the land between the village and the Ring Road remains undeveloped in order to maintain a 'buffer' zone between the ring road and the

residential area and protect the identity and rural setting of the village. In the past, planning permission has been granted for the use of much of this area for recreation. In addition the Council supports the retention of the 'rural gap' between Marldon and Torbay to help prevent coalescence and maintain the separation between the village and the developed parts of Torbay, and considers that it might beneficially form a part of Torbay Council's proposed Occombe County Park. The plan therefore makes such a proposal.

Housing in the Village

E18.7 Between 1995 and 2001, 90 new dwellings were completed within the village Development Boundary. At April 2001 planning permission existed for a further 24 units of which 21 were under construction. Most of the recent development is accounted for by the planning permission for 89 units at Torbay Chalet Park which is nearing completion.

E18.8 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Torbay Ring Road

E18.9 To the east of the village lies the Torbay Ring Road (A380). A recent transportation study was commissioned by Torbay Council into options for improving traffic and travel conditions along the Western Corridor. It recommended a package of measures along the existing route in preference to further road construction, although the Torbay Local Plan Review continues to safeguard land for the possible construction of the Ring Road Stage 3. The District Council considers that, in view of the results of the transport study of the Western Corridor, a new road is not merited. Therefore, although the previous South Hams Local Plan (1989-2001) safeguarded land for the construction of Stage 3 of the Ring Road between Tweenaway Cross and Churscombe Cross, no such provision is made in this Plan.

Community Facilities

E18.10 The 1998 Marlton Parish Appraisal identified a need for a public car park in Marlton with the strongest support being for a location near the village hall. The Parish Appraisal also highlighted the scope to improve Marlton's sports facilities, particularly through the provision of a football pitch. If there is clear community initiative and involvement, the Council will assist the Parish Council and other local interested parties in promoting such facilities.

Traffic Calming

E18.11 Local concern has been expressed about the volume and speed of traffic between Five Lanes and Westerland and traffic calming measures have been introduced. The Highway Authority is monitoring the situation in order to assess whether further traffic calming is required. At present no further schemes are programmed.

E18.12 **DT27: MARLDON**

1. **The open areas south of the Church of St. John the Baptist, at Pembroke Park and north of Belfield Close shown respectively as Policy Areas 1, 2 and 3 on the Proposals Map, Inset EA22, should be retained as open space in order to maintain the contribution they make to the visual character and amenity of the area. However, in Policy Area 1 (south of the Church of St. John the Baptist) provision of community facilities, particularly those associated with recreation, which would not substantially affect the openness of the area, will be permitted.**

2. **An extension to the proposed Occombe Country Park is proposed on land to the east of the village.**

Compton

E18.13 Compton is a hamlet which has developed in a linear manner along a narrow country lane just less than a mile to the north of Marlton. The main feature within the settlement is Compton Castle, considered to be the best example of a fortified manor house remaining in Devon. It is a building of early fourteenth to early sixteenth century date and is now managed by the National Trust.

See Inset EA11

E18.14 There are no community facilities in the settlement which, along with the surrounding countryside, lies within an Area of Great Landscape Value. There is no scope for further development without spoiling Compton's character. No Development Boundary is identified for the settlement due to the lack of community facilities and other constraints referred to above.

E18.15 Compton Castle, a Grade I listed building, and the immediate surrounding area, including old orchards and Castle Barton form the historic core of this former estate settlement. These buildings and their setting remain relatively unspoilt by infill development. In other parts of the hamlet modern buildings have been constructed, mainly on infill plots, which by their design and materials do not complement the older buildings. The Parish Council have for some time been concerned about further infill development, particularly in the vicinity of Compton Castle. Whilst the District Council does not consider a Conservation Area is justified, a Policy Area is proposed to protect the landscape setting and quality of the historic core of Compton. This is shown on Inset EA11.

E18.16 **DT28 : COMPTON**

Within the Policy Area shown on the Proposals Map, Inset EA11, which includes Compton Castle and its immediate environs development, including infill development, which would harm the setting, quality and character of this area will not be permitted.

E19. Moreleigh

The Village and its Setting

E19.1 The village of Moreleigh, which is located about five miles south-west of Totnes, lies on a plateau and has distant views over much of the surrounding countryside. The main A381 Totnes to Kingsbridge road runs about half a mile to the east, whilst the B3027 Dartmouth to Modbury road runs through the village. Moreleigh remains rural in character and is still a working agricultural village containing a mix of older buildings and new housing. Much of the countryside around Moreleigh is exposed and open to views for many miles. The scope for further development is limited.

See Inset EA18

E19.2 The village has a very limited range of community facilities. Primary school children generally travel to Harbertonford, whilst the Area Centre of Totnes has a community college and meets many of Moreleigh's service needs.

E19.3 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as the level of existing community facilities. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Housing in the Village

E19.4 Between 1995 and 2001, 3 dwellings were completed within the village Development Boundary. At April 2001 planning permission existed for a further 7 units of which 2 were under construction.

E19.5 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Local Jobs

E19.6 The Council is keen to promote appropriate job and business opportunities in villages as a contribution to the wider employment needs of the Totnes area. There is scope for the development of a small employment site to provide workshop units at Moreleigh, adjacent to the south-eastern part of the village. This small site of 0.18 hectares fits well into the village form and the surrounding countryside and can be accessed directly from the B3207. Any employment development should be small scale and carefully designed to fit in with its surroundings and the character of the village. The Council is keen to be involved in the development and would welcome an approach from the landowner or a developer.

Village Hall and Car Park

E19.7 The long established need for a village hall, recently reaffirmed by the Community Appraisal (1999), is being addressed by the Halwell and Moreleigh Parish Hall And Recreation Trust at the site of the football field to the east of the village.

E19.8 DT29: MORELEIGH

1. A site of 0.18 hectare is proposed for small workshop units as shown on the Proposals Map, Inset EA18. Development will be required to include:

- (a) a comprehensive and integral landscaping scheme to be implemented as part of the development; and
- (b) a high standard of design, sensitive to the landscape setting of the site and character of the settlement. This shall be reflected in the layout, size of buildings and materials.



E20. Rattery

The Village and its Setting

E20.1 The small village of Rattery lies about four miles to the west of Totnes in an area of rolling countryside. The main A38 dual-carriageway is about a mile to the west, but the village is accessed only by narrow country lanes. Rattery contains an interesting mix of older buildings and more modern housing. Much of the countryside around Rattery is steeply sloping and is open to distant views. The scope for further development is limited.

*See Inset
EA21*



E20.2 Rattery has a fairly good range of community facilities. Primary school children generally travel to Dartington, whilst the Area Centre of Totnes has a community college and meets many of Rattery's service needs.

E20.3 A Development Boundary, shown on Inset EA21, has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access, level of community facilities and service provision. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Environment and Conservation

E20.4 The Village Green in front of the church is presently used as a car park for the church and the adjacent Church House Inn. Environmental improvements have enhanced the setting of these buildings which are listed as being of special architectural or historic interest.

Housing in the Village

E20.5 Between 1995 and 2001, one new dwelling was completed within the village Development Boundary. At April 2001 planning permission existed for a further one unit.

E20.6 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

E21. Staverton & Woolston Green

Staverton

The Village and its Setting

E21.1 The village of Staverton, which is located about two miles to the north of Totnes, is situated just above the flood-plain of the nearby River Dart. Staverton Bridge, which crosses the Dart, is one of the best medieval bridges surviving in Devon. The village has seen a fair amount of residential development in recent years, but also contains several attractive older buildings.

*See Inset
EA23*

E21.2 Staverton has a limited range of community facilities. Primary school children generally travel to Landscope or Dartington, whilst the Area Centre of Totnes has a community college and meets many of Staverton's service needs.

E21.3 The landscape setting of Staverton is important. Most of the village and surrounding countryside lie within the Area of Great Landscape Value. Any development proposals in the village should most carefully respect this sensitive landscape.

E21.4 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and the limited range of community facilities. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Housing in the Village

E21.5 Between 1995 and 2001, 2 new dwellings were completed within the village Development Boundary. At April 2001 there were no outstanding planning permissions.

E21.6 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).



Local Jobs

E21.7 Historically, Staverton Mill and its immediate vicinity have been an employment area associated with Staverton Station. Whilst there is continuing limited employment use in the area, Staverton Mill itself is now vacant.

E21.8 The Council supports the need to sustain local employment opportunities and will seek to retain this land and buildings for employment purposes. An Employment Policy Area is therefore proposed at Staverton Mill as shown on Inset Map EA23.

E21.9 DT30: STAVERTON

Within Policy Area 1 at Staverton Mill as shown on the Proposals Map, Inset EA23, changes of use resulting in loss of land or buildings for employment use will not be permitted.

Woolston Green

The Village and its Setting

E21.9 Woolston Green is a small village in the parish of Staverton, located about four miles to the north-west of Totnes. It is set in open rolling countryside and many of the orchards, that at one time completely surrounded it, still remain. There are no main roads nearby and access to the village is gained by narrow country lanes. The settlement contains a mix of newer residential property and older buildings with an attractive open green in the centre. Much of the countryside around Woolston Green is open to distant views. The scope for further development is limited.

*See Inset
EA29*

E21.10 For its size, Woolston Green has a fairly good range of community facilities. The hamlet of Landscope, which is only about a quarter of a mile to the north, has a primary school. The Area Centre of Totnes has a community college and meets many of Woolston Green's service needs.

E21.11 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and service provision. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Environment and Conservation

E21.12 The triangular piece of land near the centre of the settlement is an attractive open space and is important to the setting of the village. Development which would alter the character of this area will not be permitted.

E21.13 The area round the village hall would benefit from some improvement and this could be achieved through a landscaping scheme. The Council will promote such environmental improvements to this area. Any such scheme should be carried out with the co-operation and assistance of the Parish Council, landowner and other interested parties.

Housing in the Village

E21.14 Between 1995 and 2001, 6 new dwellings were completed within the village Development Boundary. At April 2001 2 units were under construction and there were no outstanding planning permissions.

E21.15 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

E21.16 The village is one of those where housing is proposed to help meet the wider needs of the area. It is a village with a reasonable level of existing facilities, where a suitable and sustainable site has been identified for development.

E21.17 A site on the north west corner of Woolston Green is proposed for housing with associated landscaping. Development must comply with the Council's approved Concept Statement for the site together with other relevant Council approved supplementary Planning Guidance (SPG).

E21.18 DT31: WOOLSTON GREEN

- 1. A site of 0.16 ha at Woolston Green is proposed as indicated on the Proposals Map, Inset EA29. Any development should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site. Development will be required to include and provide the following.**
 - (a) a medium to high density housing development of up to 6 units of affordable houses; 50% of which shall be rented accommodation managed by a Registered Social Landlord or similar;**
 - (b) a landscaping scheme to enhance the appearance of the development.**
 - (c) a high standard of design, conserving and reflecting both the character and local distinctiveness of the area.**

Financial contribution towards education provision and any other physical, social or economic infrastructure needs arising as a direct consequence of the development will also be required.

- 2. The open area in the central part of the village, shown as a Policy Area on the Proposals Map, Inset EA29, should be retained as open space in order to maintain the contribution it makes to the visual character of the area.**
- 3. The Council will encourage environmental improvements to the area around the village hall.**

E22. Stoke Fleming

The Village and its Setting

E22.1 Stoke Fleming is a large coastal village which lies about 3 miles south-west of Dartmouth. The southern part of the village is dominated by St. Peter's Church which has been a landmark from the sea for centuries. The village has experienced considerable growth in recent years especially on its northern side. The busy A379 passes through the heart of the village and congestion is common in the attractive narrow streets bounded by high stone walls, particularly in summer.

See Inset EA24

E22.2 The village has a fairly good range of community facilities, including a primary school. The nearest Area Centre is Dartmouth, which meets many of Stoke Fleming's service needs.

E22.3 The landscape setting of Stoke Fleming is particularly important. The village lies entirely within the South Devon Area of Outstanding Natural Beauty where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social or economic well-being provided that this is compatible with its conservation. Most of Stoke Fleming is visible from the sea and it is abutted to the south and east by the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive coastal landscape.

E22.4 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Environment and Conservation

E22.5 The Conservation Area in Stoke Fleming is based around St. Peter's Church, Church Road and the historic core of the village. It also extends around Sanders beyond the Development Boundary to the south of the

village to include this attractive listed building and its surroundings. The Conservation Area is shown on Inset Map EA24.

E22.6 The Strete/Stoke Fleming section of the South West Coast Path currently runs inland along the A371 and various lanes. To improve its function as a nationally important recreational route the Council would welcome the opportunity, in partnership with organisations and landowners, to re-route this section of the path away from the road and closer to the coastline.

Housing in the Village

E22.7 Between 1995 and 2001, 12 new dwellings were completed within the village Development Boundary. At April 2001 planning permission existed for a further 9 units.

E22.8 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Recreation Ground

E22.9 The recreation ground is covered by a Policy Area in order to protect it as an important public open space. A village hall has recently been completed on the edge of this land. Only small scale development related to its community recreation function will be permitted within this area.

Car Parking

E22.10 Traffic problems are created by parking near the village shops, particularly during the summer. The Council believes that these problems might be alleviated by extending the existing car park and redesigning the layout of this parking area. It would be interested in examining a possible way forward through partnership with the Parish Council and others and will assist in an appropriate way in making such a facility

available. Clear community initiative and involvement will be essential to the achievement of this proposal. Improved signposting from the village centre would also help alleviate car parking problems in the village.

Traffic

E22.11 The A379 is a principal road running between Dartmouth and Kingsbridge and is very popular in the summer months with visitors travelling to and from Blackpool Sands and Slapton Sands. Much of this traffic passes through Stoke Fleming and it is important that road safety through the village is reviewed in a comprehensive way. The Council will encourage the County Council to examine road signs, junction arrangements and traffic management in order to determine whether minor improvements can be made.

E22.12 DT32: STOKE FLEMING

1. The recreation ground, shown as a Policy Area on the Proposals Map, Inset EA24, should be retained as recreational open space. Only small scale development related to its community recreation function will be permitted.
2. The Council will support a local initiative to provide a car park extension to the existing village car park in School Road.



E23. Stoke Gabriel & Waddeton

Stoke Gabriel

The Village and its Setting

E23.1 The large village of Stoke Gabriel is located at the head of a small creek on the eastern bank of the River Dart, about three miles to the south-east of Totnes and two miles from Paignton. The older part of Stoke Gabriel overlooks the River and Mill Pool which retains its water by means of a dam, whilst the quite considerable residential development of recent decades has seen a northward expansion. The village is accessed by country roads and the road to Collaton St. Mary, which is wider in places, forms the main access route.

*See Inset
EA25*



E23.2 The village has a very good range of community facilities, including a primary school. The Area Centre of Totnes has a community college and meets many of Stoke Gabriel's service needs.

E23.3 The landscape setting of Stoke Gabriel is particularly important. The village and surrounding countryside lie within the Area of Outstanding Natural Beauty, where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social or economic well-being provided that this is compatible with its conservation. The area around Stoke Gabriel, except that to the north, is also within the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive river landscape.

E23.4 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations, such as access and service provision. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Environment and Conservation

E23.5 Much of the central and southern part of the village is a Conservation Area. This includes the older village core, the church, the Quay and northern shore of Mill Pool and the open areas in the central part of the village. The Conservation Area is shown on Inset EA25.

E23.6 The attractive old orchards and open areas in the centre of the village and to the north-east of the church are extremely important to the village and its setting. These areas should remain open and development which would alter their character will not be permitted.

E23.7 An area in the south-western part of the village around Vicarage Close, Duncannon Lane and Mill Hill, is characterised by large houses set in their own grounds. This is an attractive feature of the village and the estuary. The low density of development in this area should be maintained and no damage caused to the mature residential landscape. Development which would alter the character of this area will not be permitted.

E23.8 Vicarage Road at the north-western side of the village is narrow in places and further traffic generation should be avoided to prevent congestion problems and consequent loss of local amenity. Development to the west of Vicarage Road which would lead to traffic generation, erosion of the low density character of the area or loss of the mature hedge-row adjacent to the road will not be permitted.

E23.9 The Mill Pond is an important feature of the village. Its setting and that of the Conservation Area could be enhanced by improving the appearance of the Victoria and Albert public house car park. The Council will assist in promoting such an environmental improvement. Any scheme should be carried out with the co-operation and assistance of the Parish Council, landowner and other interested parties.

Housing in the Village

E23.10 Between 1995 and 2001, 8 new dwellings were completed within the village Development Boundary. At April 2001 planning permission existed for a further 2 units.

E23.11 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Car Park/Play Area

E23.12 A need has been expressed for the provision of a small public car park and a play area in the village. Clear community initiative and involvement will be essential to the provision of this facility.

E23.13 If suitable sites can be identified and there is clear community initiative and involvement, the Council will assist the Parish Council and other local interests in promoting its development .

E23.14 DT33: STOKE GABRIEL

- 1. The orchards and open spaces in the centre of the village (Policy Area 1) and to the north east of the church (Policy Area 2) shown on the Proposals Map, Inset EA25, should be retained as open spaces in order to maintain the contribution they make to the visual character of the area.**
- 2. Development which would alter the character of the low density development or damage the landscape and character of Policy Area 3 in the south-western part of the village shown on the Proposals Map, Inset EA25, will not be permitted.**
- 3. Development which would significantly alter the low density character to the west of Vicarage Road (Policy Area 4) shown on the Proposals Map, Inset EA25, or increase the number of vehicles using the road will not be permitted.**
- 4. The Council will promote environmental improvements to the area around the Victoria and Albert Car Park.**
- 5. The Council will promote community use of the primary school playing field as a dual-use play area.**

Waddeton

E23.15 Waddeton is a small, agricultural hamlet located about two miles to the east of Stoke Gabriel. It is still largely surrounded by orchards which make an important contribution to the character of the settlement. Waddeton Court was an important house in medieval times and the present house is an early nineteenth century mansion built in the Elizabethan style.

E23.16 Much of Waddeton and the countryside to the south is within the Area of Outstanding Natural Beauty and Coastal Preservation Area. The remainder of the hamlet and surrounding countryside lie within an Area of Great Landscape Value. There are no community facilities and the only road access is along narrow country lanes. No Development Boundary is identified for the settlement due to these constraints.

E23.17 Virtually the whole of Waddeton is now a Conservation Area, including many of the surrounding orchards. This is shown on Inset EA28.

*See Inset
EA28*

E24. Strete

The Village and its Setting



E24.1 The attractive village of Strete lies about 4 miles south-west of Dartmouth and occupies a prominent coastal position above Start Bay. The village has experienced considerable growth on its northern side in recent years. The busy A379 twists through the older southern part of the village and connecting lanes have poor junctions with it.

*See Inset
EA26*

E24.2 Strete has a fairly reasonable level of community facilities. Primary school children generally travel to Stoke Fleming whilst the nearest Area Centre of Dartmouth meets many of Strete's service needs.

E24.3 The landscape setting of Strete is particularly important. The village lies entirely within the South Devon Area of Outstanding Natural Beauty (AONB), where the conservation and enhancement of the landscape will receive priority and development will only be provided for where it would support these aims or would foster the area's social or economic well-being provided that this is compatible with its conservation. Most of Strete is also visible from the sea and it is almost entirely

surrounded by the Coastal Preservation Area. A Nature Conservation Zone lies to the south of the village. Any development proposals in the village should most carefully respect this sensitive coastal landscape and its ecology.

E24.4 A Development Boundary has been drawn tightly around the village within which development is normally acceptable. This has been based on a careful assessment of the character and setting of the village together with other important considerations outlined above. Within the Development Boundary only limited scope for development exists and this is subject to the usual planning considerations.

Environment and Conservation

E24.5 Much of the centre of Strete, comprising the old village heart along the Totnes road, is a Conservation Area. An area in the west of the village has been planted as a community woodland and the Council strongly supports this type of initiative.

Housing in the Village

E24.6 Between 1995 and 2001, 4 new dwellings were completed within the village Development Boundary. At April 2001 planning permission existed for a further 2 units.

E24.7 The Council is aware of the need for affordable housing to meet the needs of local people. The plan aims to help meet this need by proposing some housing development and also requiring the provision of affordable housing on any site over 0.2 hectare (or where a development of five dwellings or more is proposed).

Village Green Development

E24.8 The area of open agricultural land within the south-western part of the village makes an important contribution to its character. The plan proposes that its long-term future be secured as a village green, in association with some limited development to address a range of local needs.

E24.9 The site could accommodate some housing development, including provision of affordable housing to meet local needs, small-scale employment workshops, a public car park and the village green, which might take the form of a village cricket pitch with cricket pavilion.

E24.10 Development proposals for this area must comply with the Council's approved Concept Statement for the site together with other relevant Council approved Supplementary Planning Guidance (SPG).

Car Parking

E24.11 There is continuing local pressure for a car park in Strete to cater for the volume of summer visitors and to ease the safety problems created by parking on the busy A379. This is addressed through the inclusion of a public car park as part of the development proposed around the new village green.

E24.12 Road safety through the village should be reviewed comprehensively. The Council will encourage the County Council to examine road signs, junction arrangements and traffic management in order to determine whether minor improvements can be made.

E24.13 The Strete/Stoke Fleming section of the South West Coast Path currently runs inland along the A379 and various lanes. To improve its function as a nationally important recreational route, the Council would welcome the opportunity, in partnership with organisations and landowners, to re-route this section of the path away from the road and closer to the coastline.

E24.14 DT34: STRETE

1. A site of 2.68 ha at Memorial Green within the village is proposed for housing, employment units, public open space and car parking, as shown on the Proposals Map, Inset EA26. Any development should be undertaken on a comprehensive basis and in accordance with the Council's approved Concept Statement for the site. Development will be required to include and provide the following:

- (a) medium to high-density housing development of up to 24 units; 33% of which shall be rented accommodation managed by a Registered Social Landlord, 33% affordable market housing and 33% open market housing;**
- (b) about 150m² of small craft and workshop units within Use Class B2;**
- (c) a village green, public car park and cricket pavilion;**
- (d) a comprehensive landscaping scheme to reinforce existing boundary planting and links with the adjacent community woodland.**

The design of all new development within the site shall be of a high standard, conserving and reflecting both the character and local distinctiveness of the area.

The housing and commercial parts of the development will be required to contribute towards the achievement of the other elements of the development, including car park, play area, open space and associated facilities.

Financial contribution towards education provision and any other physical, social or economic infrastructure needs arising as a direct consequence of the development will also be required.

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Glossary of Terms

| Term | Definition |
|---|---|
| Affordable Housing | Both low cost and social housing that will be available to people who cannot afford to compete for housing in the open market. |
| Agricultural Land Classification | A classification used by the Department of Environment, Food and Rural Affairs (DEFRA), Grade 1, 2 and 3A being the most versatile grades. |
| Allocations | Levels of development proposed for individual districts in structure plans. |
| Areas of Outstanding Natural Beauty (AONB) | Areas of attractive and unspoilt countryside designated under the National Parks and Access to the Countryside Act 1949. |
| Biodiversity | The range of plant and animal species present in an area. |
| Brownfield | Development sites that have been previously built upon. |
| Commitments | All land with current planning permission or proposed in local plans. |
| Conservation Area | Areas of special architectural or historic interest, designated under s69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. |
| Development | The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land. |
| Development Plan | Structure plans and local plans prepared by Local Authorities as a framework for development and land use decisions in their area. |
| Greenfield | Land that has not been previously used for development, most often land last used for agriculture and located outside the existing built up area of a settlement. |
| Hectare | Equivalent to 2.471 acres. |
| Heritage coast | Stretches of undeveloped coast defined by the Countryside Agency as being of outstanding scenic value, with special management schemes. |
| Infrastructure | The facilities required to support development including utilities, transport, public transport, communication, schools, shopping and other community services. |
| Light Rapid Transit | Fast modern transport system running on rails or concrete guideways, often using cars coupled together. |
| Local Needs Housing | Housing developments specifically reserved for people already associated with the locality, either by residence or work place. |
| Local Plan | Plan for a local area, setting out detailed policies and specific proposals for the development and use of land. |
| Low Cost Housing | Housing which can be made available at a low cost or below normal market value for purchase or rent. |
| Mineral Consultation Area | An area containing important mineral deposits which is safeguarded from inappropriate development. |
| Mixed Use Development | Developments that include a mixture of more than one land use. |
| National Nature Reserve | Sites of national importance declared under s19 of the National Parks and Access to the Countryside Act 1949 or s35 of the Wildlife and Countryside Act 1981. |
| National Park | Countryside selected for its natural beauty and the opportunities afforded for open air recreation, designated under the National Parks and Access to the Countryside Act 1949. |

| Term | Definition |
|---|---|
| Plymouth Area of Economic Activity | The area of South West Devon which focuses on Plymouth as its centre for employment and commerce. This includes the western part of South Hams. |
| PPG | Planning policy guidance note issued by government which sets out national planning policy contexts for Local Authorities to take into account in their planning work. |
| SAC | Special Areas of Conservation under the EU directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (the Habitats directive). |
| SPA | Special Protection Area designated under the EC directive on the Conservation of Wild Birds. |
| SSSI | Sites of Special Scientific Interest designated under the Wildlife and Countryside Act 1981, designated to protect geological or wildlife features. |
| Structure Plan | Strategic plan, usually for a county area, setting the broad planning context which local plans must interpret in detail. |
| Sustainability | In its widest sense - to ensure that the decisions reached now do not prejudice the ability of future generations to enjoy an acceptable quality of life. |
| Sustainability Appraisal | Ensures that the sustainability implications of development plan policies and proposals are fully taken into account. |
| Sustainable Development | Development which meets the needs of the present without compromising the ability of future generations to meet their own needs (World Commission on Environment and Development 1987 - the Brundtland Commission). |
| Telecommunication Services | Communication services provided by cable, microwave and satellites producing radio, television and telephone systems. |
| Windfall Sites | Development sites which have not been specifically identified in local plans. |

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