

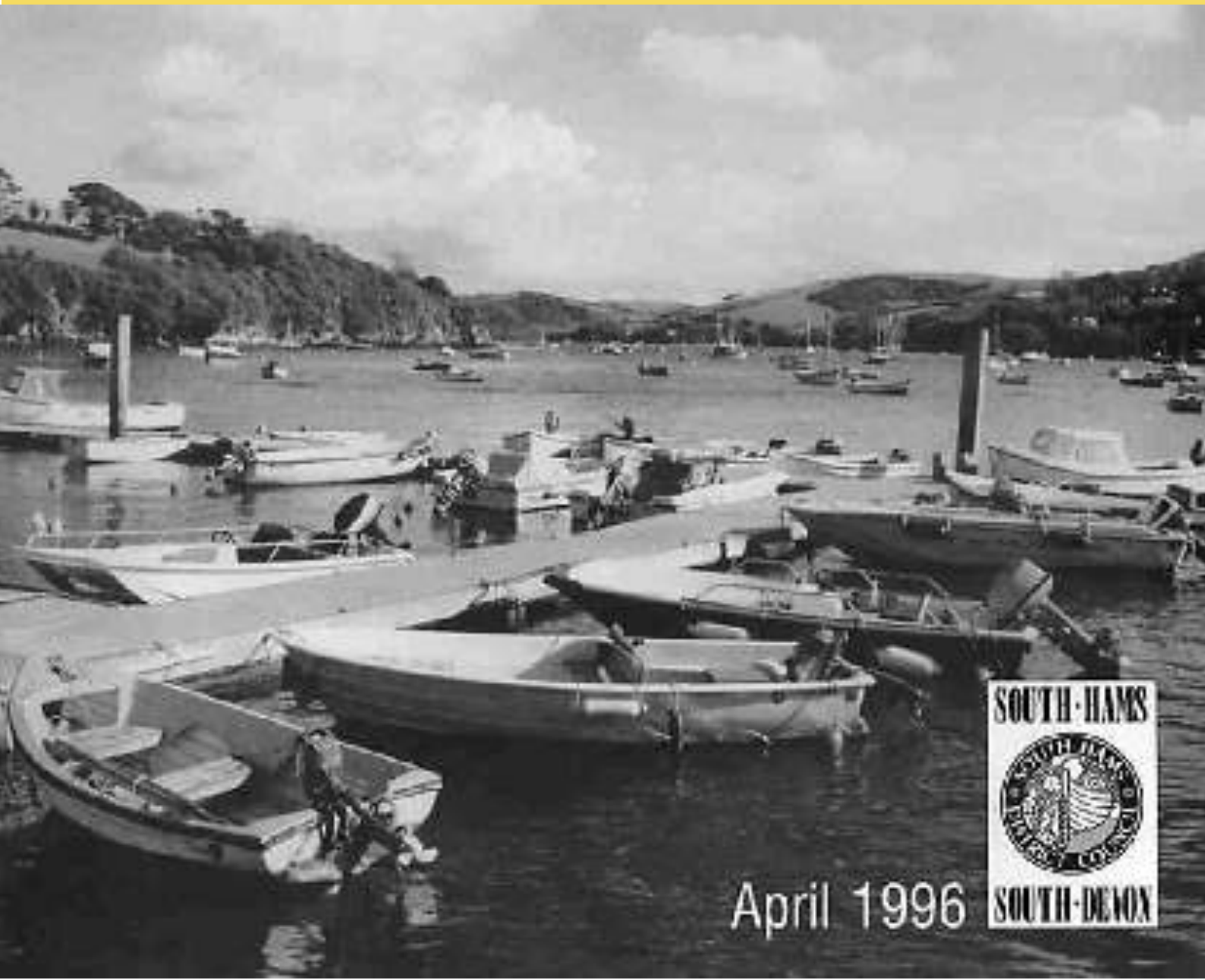
SOUTH HAMS

Local Plan

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Part 5: Kingsbridge Area

Covering Kingsbridge, Salcombe and the parishes of Buckland-Tout-Saints, Charleton, Chivelstone Churchstow, East Allington, East Portlemouth Frogmore and Sherford, Loddiswell, Malborough Slapton, South Huish, South Milton, South Pool Stokenham, Thurlestone, West Alvington & Woodleigh



April 1996

SOUTH HAMS LOCAL PLAN PART 3 : KINGSBRIDGE AREA

This document sets out the detailed planning policies and proposals for the Kingsbridge area for the period up to 2001. It should be read in conjunction with the Part 1 document which sets out the general policies for the South Hams.

April 1996

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KINGSBRIDGE TODAY

- 1.1 Kingsbridge is a bustling market town serving much of the rural South Hams. Its development has been strongly influenced by its position at the head of the Kingsbridge Estuary. There was a bridge here in the 10th century linking the royal estates of Alvington and Chillington, hence "King's Bridge". A market was granted in 1219, and borough status obtained by 1238.
- 1.2 Few of the town's earliest buildings remain but the church has a 13th century tower, parts of the Shambles date from the 16th century and the old Grammar School is a mainly 17th century building. The more attractive buildings are concentrated in Fore Street, Church Street and the Promenade.
- 1.3 The town has been one of the fastest growing of Devon's small market towns. Its population has increased from some 3,500 to over 5,000 in the last twenty years.
- 1.4 The southern part of the town lies within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. The AONB also abuts the western side of the town, the Coastal Preservation Area and a Nature Conservation Zone surround most of the Southville area, and immediately north east of the town is a recently designated Area of Great Landscape Value. Any development proposals in the town should most carefully respect this extremely important landscape setting.

*See insets
K1 & K2*

The Town's Role as an Area Centre

- 1.5 Kingsbridge is defined as an Area Centre in the Devon Structure Plan. This means the town 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 that role should be maintained and developed.
- 1.6 The Third Alteration of the Structure Plan, which deals with the period up to 2001 was approved and came into operation in March 1994.

Kingsbridge, an important centre for a wide rural area



It makes no specific residential and employment land provisions for Area Centres, leaving this detailed interpretation to the Local Plan process. The Structure Plan provisions for the South Hams as a whole are outlined in Part 1 - General Policies of the Local Plan.

Head of the Kingsbridge Estuary

1.7 The Council owns much of the land around the head of the estuary, comprising car parking, open space, the Sports Centre, the Cattle Market site, some housing and some vacant land. The area is central to the town and is visually prominent and environmentally sensitive.

1.8 Careful consideration of the future use of the area is an essential part of the proper planning of the whole town. Much public consultation and debate concerning the area has already taken place and some



environmental improvements have been implemented at the head of the quay. This Plan draws together the results of that work, and makes site-specific proposals for community, leisure, tourism and commercial uses and further environmental improvements in parts of the area. These proposals are set out in Policies KP4, KP5 and KP6 below.

The head of the estuary is visually prominent and environmentally sensitive

HOMES

1.9 Between 1989 and 1995, 263 new units of accommodation were completed within the town's Development Boundary, many through the conversion or subdivision of premises. At April 1995 planning permission existed for a further 227 units, of which 10 were already under construction.

Infill Development and Housing for Local Needs

1.10 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. Limited potential for more development of this kind remains. Some scope also exists to cater for locally generated housing needs on Council-owned land to the west of Rope Walk.

Westville

1.11 In recent years Council owned land at Westville has been developed for low cost housing, with other areas there being developed by a housing association and a self build group.

1.12 Another 1.3 hectares (3.2 acres) of mainly privately owned land there could be used to meet a variety of housing demands, from the lower to the upper ranges of the market. The existing estate road serving the Council's and housing association's developments should be extended to link onto the road provided by the County Council off the Ropewalk. The old stone walls behind Ropewalk House should be retained in the development. Westville is shown on the Proposals Map, Inset K1.



Council owned land at Westville has been developed for low cost housing

Tumbly Hill

1.13 This site has recently been developed by the Council in partnership with a housing association for sheltered housing to meet locally-generated needs. It provides 28 sheltered flats and a daycare centre enjoying pleasant views and only a short, level walk from the town centre.

1.14 **KP1: RESIDENTIAL DEVELOPMENT IN KINGSBRIDGE**

A site of about 1.3 hectares (3.2 acres) at Westville is proposed for medium to high density residential development.

Note

Development will be required to meet the important standards set out in Part 1, Chapter 4. The Council will need to be satisfied that adequate arrangements have been made to provide essential services, before planning permission can be granted.

THE TOWN'S ECONOMY

1.15 The economy of Kingsbridge depends upon a variety of sectors, including manufacturing and service industries, agriculture and tourism. From April 1989 to April 1995 0.04 of a hectare (0.1 of an acre) of employment land had been developed, and another 0.2 of a hectare (0.5 of an acre) had planning permission for employment use.

1.16 The Structure Plan does not make a specific employment land allocation for the town. However, the Council aims to continue to maintain and enhance the town's economic profile not only by encouraging jobs, but also by helping to create new business opportunities and by helping existing businesses to expand.

Existing Employment Land

- 1.17 The supply of new employment land is limited, and the significance of land already in employment 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 proving difficult to satisfy requirements for relocation or expansion of existing employment premises. In order to help maintain a wide and stable economic base the town's resource of existing employment land is protected by means of Employment Policy Areas.

Torr Quarry

- 1.18 A variety of sites have been considered in the search for new employment land around Kingsbridge. As a result of the research and consultations carried out at the time of the Local Plan adopted in 1988, a choice was made to promote Torr Quarry as a site to cater for large firms and those not suited to a town centre location. Some 2.2 hectares (5.4 acres) have already been developed in this way, and although no further planning permissions had been granted at April 1995, some limited scope for further development remains. Tree planting in the vicinity would help to assimilate the development in the landscape. There may be a role for the Environment Service in promoting and helping to carry out such work.

Union Road

- 1.19 The area around Union Road could play an important part in meeting employment needs in Kingsbridge, and would benefit from revitalisation commercially and in appearance. The area is close to the town centre and has direct access on to the Relief Road. Through a combination of rehabilitation, re-use and redevelopment, the area could be useful for small craft workshops, light industries and service businesses. However, as it is away from the main shopping area, the Council does not wish to encourage retail development in this area. Residential development will not normally be permitted there. The appearance of any proposals in the area will be of particular concern to the Council, as it is located in an important position between the town centre and the Relief Road.



The area around Union Road could play an important part in meeting employment needs in Kingsbridge

1.20

KP2: EMPLOYMENT DEVELOPMENT IN KINGSBRIDGE

1. Within the Employment Policy Areas shown on the Proposals Map changes of use resulting in the loss of land or premises from employment use will not normally be permitted.
2. Within Employment Policy Area 3 off Union Road, normally only employment uses including rehabilitation, re-use or new development will be permitted. Retail use will only be permitted if ancillary and subsidiary to a manufacturing, craft or other service enterprise in the Policy Area.

TRANSPORT AND PARKING

1.21 Kingsbridge 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 must be seen as a complete package if Kingsbridge's problems are to be alleviated.

Kingsbridge Relief Road

1.22 The Relief Road was completed during 1986. It has relieved much of the town centre from through traffic, opened up areas for a variety of development opportunities, and provided better access for many existing uses, including a link road to the Fore Street Car Park.

The Future of Fore Street

1.23 Following the completion of the Relief Road, the County and District Councils are co-operating, in consultation with the Town Council and other local interests, in identifying any possible improvements which would ease congestion, improve road safety and make Fore Street more pleasant to shop and work in. A pedestrian priority scheme is one possibility. Traffic management measures at the foot of Fore Street are integral to the success of any scheme, and should be tied in to any further improvements in the vicinity of the head of the Quay (see paras. 1.49 and 1.51).

Traffic Management in the Kingsbridge Area

1.24 Traffic movements in the wider Kingsbridge area have also been examined. As a result, schemes are included in the County Council's Highway Priority Lists to

Recently completed highway improvement scheme at Stumpypost



encourage traffic travelling from the Totnes direction to go via Stumpypost Cross, Sorley Green Cross and into Kingsbridge via Plymouth Road. This should help to relieve traffic congestion on Belle Hill, Church Street and the eastern side of Kingsbridge and ensure the fullest possible use of the Relief Road. Schemes at Stumpypost Cross and Palegate Cross have already been carried out. These measures are also referred to in Part 1, paras. 6.17 - 6.18.

Car Parking

- 1.25 There are usually a few off-street parking spaces available in the town, even at the peak of the season, although these tend to be in that part of the Quay Car Park farthest from the town centre. On-street parking is at capacity for most of the day. Future traffic growth, further development in the town and a probable increase in tourism will certainly generate an increased demand for car parking. Traffic management measures in Fore Street could also result in a reduction of on-street



On street parking is at capacity for most of the day

- parking spaces, as have improvements to the appearance of the Quay. There will thus be a requirement for additional off-street, short stay and long stay car parking reasonably close to the town centre and the Council wishes to at least maintain the current level of car parking in the town.
- 1.26 Some potential space is temporarily available on the SWEB site to the west of Fore Street Car Park. SWEB propose a Bulk Supply Point on this site. The site will be available until required by SWEB, which is unlikely to be until the late 1990's. The area is accessed off the Relief Road and provides about 100 temporary spaces. This remains the best site for the provision of town centre car parking in the longer term, and it is proposed that a significant element of car parking should be retained there.
- 1.27 Car parking is an important and Integral part of the use of the head of the estuary area. No development should take place on the long-term car parking and slipway areas unless it is necessary to enable the provision of a swimming pool and/or other needed community facilities. The Council has brought the open area on the Cattle Market site into use for car parking when the Cattle Market is not in operation. About 60 spaces have been provided. The future use of this site is subject to Policies KP4 and KP5 below.
- 1.28 The Council will also consider proposals to provide for long stay parking on the edge of the town. This would be of benefit to people working in the town, and should release more spaces in the town for short term use. A minibus network would be an essential part of any such scheme. The provision of car parking associated with the new supermarket

alongside the Relief Road is changing traffic and parking patterns in the town. The Council will monitor the situation, and carry out a detailed survey to identify a suitable site for long term parking on the edge of the town as and when this is found to be necessary.

Footpaths

- 1.29 The line of the old railway from East Redford Railway Bridge to Archery Close should be laid out as a footpath. Part of this route is already used on an informal basis. The line would be an attractive walk on the west side of the town, and could be eventually linked with the Avon Valley Path, see Part 1, Chapter 5. The co-operation of landowners in this scheme will be essential.

1.30

KP3: TRANSPORT AND PARKING IN KINGSBRIDGE

1. Car parking will be provided on the SWEB Bulk Supply Point site until this is required operationally by SWEB. The Council will seek to integrate a significant element of car parking into the site's final development by SWEB.
2. The Council will promote the provision of a footpath along the line of the old railway from East Redford Railway Bridge to Archery Close.
3. The Council will assist the provision of a long term parking scheme on a suitable site on the edge of the town.

COMMERCE AND TOURISM

- 1.31 Tourism contributes a great deal to the economy of Kingsbridge. It is important to maintain this and allow for its increase. This can best be achieved by increasing the car parking and improving the appearance and facilities of the town centre, all of which will benefit the local people.

The supermarket opened at Redford Meadow in 1992

Shopping

- 1.32 Kingsbridge provides for the shopping needs of a wide rural area. As the town continues to grow there will also be an increase in the amount of shopping floorspace required. The town has about 100 shops. As a result of the new supermarket opened in 1992, there has been an increase in net retail floorspace over the past ten years, although within the town centre there has been a decline.



1.33 To help maintain the character and compactness of the shopping area and the effectiveness of the transport and parking proposals, the Plan defines an area where sites for new shopping development will generally be considered acceptable. This is called the Central Shopping Area and is focused on Fore Street.

1.34 Outside that Area a 1,580 sq.m. (17,000 sq.ft.) supermarket has been built at Redford Meadow opening in 1992. This was granted planning permission in recognition of the need for an improved supermarket facility in the town and the lack of a suitable site within the Central Shopping Area. It should not be considered to compromise the Central Shopping Area policy.

1.35 Within the Central Shopping Area a variety of minor improvements could be undertaken to make shopping safer and more convenient. These could include wider footways, new surfacing, good signing, seats, litter bins, dropkerbs and handrails. Special attention will be paid to the needs of the elderly and the disabled. A comprehensive scheme should be undertaken as a part of the traffic proposals for Fore Street.

1.36 The redevelopment of the former garage site at Bridge Street as the Anchor retail and residential development has provided about 560 sq.m. (6,000 sq.ft.) of shopping floorspace, and the design enhances this important location. Although other increases in floorspace are only likely to occur through growth in existing shops or changes of use, there is still scope to allow for another small retail development near Fore Street, making full use of the improved access off the Relief Road. Any development must have a pleasant, safe and convenient pedestrian link to Fore Street. Such a development could enhance the shopping role of this part of the town.



Town centre shops

Head of the Estuary

1.37 The head of the estuary area is critical to visitors' perception of Kingsbridge. It has a particular role to play in ensuring the town's continued attractiveness as a centre both for locals and tourists. The prominence of the area, together with the significance of existing uses in parts of the area, limits the scope for new development. However, some development, at an appropriate scale and of a high quality design, could be incorporated with proposals for community uses on the Cattle Market site and Market Field. Any such development would only be acceptable in conjunction with the provision of those community uses and not at their expense.

Amusement Centres

1.38 The development of one amusement centre in the town was permitted on appeal, but this has subsequently closed. The Council maintains the view that such centres are not appropriate because of their environmental impact and should not be permitted. This is especially the case in the Conservation Area, main shopping streets, residential areas and other sensitive or inappropriate locations.

KP4: COMMERCIAL DEVELOPMENT IN KINGSBRIDGE

1. Within the Central Shopping Area at Kingsbridge:
 - (a) shopping development (Use Class A1) will be permitted;
 - (b) proposals for non-shopping use in Use Classes A2 (financial and professional services) and A3 (food and drink) of ground floor premises will be permitted, providing they would not:-
 - (i) undermine the shopping character of the street; or
 - (ii) detract from the appearance of the immediate environment; or
 - (iii) adversely affect the amenity of the surrounding area through consequent noise, smell, litter, congestion on pavements or disturbance arising from late opening hours.
2. Outside of the Central Shopping Area, only the following forms of development in Use Class A1 will be permitted:
 - (a) small shops in outlying residential estates (not more than 46 sq.m. (500 sq.ft.) net);
 - (b) small scale retail outlets ancillary and subsidiary to industrial, craft or service uses.
3. Amusement centres will not be permitted except where they would cause no harm to conservation interests, road safety or the amenity of local residents, would not conflict with other local uses and would meet the criteria set out in clause 1(b) of this Policy.
4. Appropriate commercial and tourism development at the Cattle Market Site and Market Field will only be acceptable in conjunction with the provision of community uses and not at their expense.

Notes

Retail development outside the Central Shopping Area

The planning permission for a supermarket at Redford Meadow, which was granted in recognition of a particular need, should not be considered to compromise the policy.

Cattle Market Site and Market Field

Commercial and tourism development on these sites will only be acceptable if it enables the provision of community uses there also.

COMMUNITY FACILITIES

- 1.40 Community facilities in Kingsbridge are generally very good. The Sports Centre is a major facility in the town, making it more attractive to visitors. There is also a purpose-built library on a prime site near the centre of the town. The adjacent health centre is due to be relocated in 1996 to a new purpose-built surgery alongside the South Hams Cottage Hospital and ambulance station. These facilities are important to the town and a wide surrounding area.



Kingsbridge sports centre

Head of the Kingsbridge Estuary

- 1.41 There is strong support in the community for the provision of a swimming pool. An extension to the sports hall to incorporate an indoor swimming pool and bowls hall has been granted planning permission and an earthworks contract for the project has been let. Efforts have been effectively co-ordinated by the Kingsbridge and District Swimming Pool Association (KADSPA). The Cattle Market site and Market Field are also suitable sites for other community and leisure uses. Elements of commercial and tourism development on these sites could be acceptable, but only if they enable the provision of these community uses there.

Schools

- 1.42 The town of Kingsbridge has two schools. The County Primary School is located at Belle Cross, whilst the Kingsbridge School and Community College occupies two sites, with the lower forms at Waterloo Road and the upper forms at Westville. There are some playing fields on the Westville site, but other playing fields are situated a mile to the north of the town. The use of these split sites creates difficulties for pupils and teachers.
- 1.43 The anticipated population increase of up to 1,000 more people living in Kingsbridge in the decade up to 2001 will probably lead to an increase in pupil numbers at the schools. At the Kingsbridge School and Community College rearrangement of the lower school has enabled the school to cope for the time being. A review of educational provision has been undertaken by the County Council, and has resulted in a decision to consolidate the school on the Westville site. This will require some new development, and phase 1 is programmed for 1996/97.
- 1.44 Expansion at the Primary School is required but this is not currently programmed by the County Council. This development could be accommodated within the existing site.

Playing Fields and Open Spaces

- 1.45 Playing field provision in the town is generally adequate, particularly as there is some dual use of the school playing fields. There are also a number

of open spaces and children's play areas. The Council is assisting the provision of an all weather sports pitch in the town.

1.46 **KP5: COMMUNITY FACILITIES**

The Council will reserve land for community uses at the Cattle Market Site and Market Field.

Note

Elements of commercial and tourism development may be acceptable on these sites but only if they enable the provision of community uses there.

ENVIRONMENT AND CONSERVATION

- 1.47 The centre of Kingsbridge has an ancient street pattern centred on Fore Street, rising steeply from the Quay, and Church Street, climbing more gently towards Dodbrooke. The Conservation Area embraces both streets and the historic buildings flanking them, many of which are listed, also taking in the 17th century water conduits along the Backways. An extension to the Conservation Area to protect the prominent garden areas and setting of buildings to the west side and near the top of Fore Street has been designated. The Conservation Area is shown on Insets K1 and K2 for information purposes. More information on conservation is given in Part 1, chapter 5.

Environmental Improvements

- 1.48 Although Kingsbridge is generally an attractive town, there are some parts which would benefit from landscaping and tidying up.
- 1.49 In 1993 the Council completed an environmental improvement scheme at the head of the Quay. This has resulted in the creation of a safe and pleasant open area for pedestrians, a new layout for the bus station, a purpose-built location for the tourist information centre, landscaping and other detailed improvements. The opportunity remains for environmental improvements around Prince of Wales Road and the foot of Fore Street, which together with the work already undertaken would help create an attractive focal point for the town. This location is one of the most important areas in Kingsbridge being a focus through which many people walk or drive.
- 1.50 Duncombe Park, a valuable open area near the town centre, is a relatively featureless and uninteresting space. Without diminishing its usefulness, a scheme of landscape enhancements should be implemented, tied into the improvements to the Eastern Backway.

The Town Hall clock and Church spire are prominent features of the Conservation Area



- 1.51 The Relief Road, together with the link to the Fore Street Car Park, allows for the traffic volume in Fore Street to be reduced considerably. This should enable some improvements to be made to its appearance. The road surface could be reduced, other hard surface materials, landscaping and new street furniture could also be introduced.
- 1.52 The District Council will involve the Town Council, County Council, landowners and other local interests in preparing the detailed schemes and in carrying out the work.

1.53 **KP6: THE ENVIRONMENT IN KINGSBRIDGE**

The Council will promote environmental improvements:

- (a) at the Quay, Prince of Wales Road, The Promenade and the foot of Fore Street
- (b) at Duncombe Park
- (c) in Fore Street.

SERVICES

- 1.54 If the planned development of the town is to be achieved, it is essential that adequate services such as gas, electricity, water and sewerage are available.
- 1.55 No difficulties are currently experienced or anticipated in the level of supply of gas or electricity to the town, and there are no significant water service problems. However, if all of the development anticipated in the town occurs by 2001 it is possible that the capacity of the sewage treatment works might be reached. South West Water Services are monitoring the situation.

SALCOMBE AND BATSON

K2

SALCOMBE TODAY

See inset K3

- 2.1 Salcombe is a town of considerable character, with an international reputation as a sailing centre. Its climate is perhaps the mildest in Devon.
- 2.2 Salcombe enjoys a setting of extreme beauty on the west bank of the Kingsbridge estuary. The older parts of the town, around the waterfront, consist of attractive cottages which were formerly the residences of seamen and fishermen. Further up the hillsides, and around North and South Sands, are the larger houses which were once the property of sea captains, local landowners, and well to do people attracted to the area to live.

- 2.3 During the 1960's and 70's the popularity of the town generated a good deal of new housebuilding. However, this has tailed off during more recent years and many of the new houses are now retirement or second homes. Many young people have moved away because of high prices and lack of job opportunities. All of this has led to a steady decline in the resident population.



- 2.4 The town lies entirely within the Area of Outstanding Natural Beauty where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. It is also prominent from the estuary and is closely contained on all sides by the Coastal Preservation Area and a Nature Conservation Zone. The Kingsbridge Estuary has also been designated a Site of Special Scientific Interest (SSSI) and a Local Nature Reserve. Any development proposals in the town should most carefully respect this sensitive coastal landscape and ecology.

Salcombe lies on the west bank of the Kingsbridge Estuary

The Town's Role as a Selected Local Centre

- 2.5 Salcombe is defined as a Selected Local Centre in the Devon Structure Plan. This means that the town has an important role to play in providing services and facilities for the surrounding rural area. This implies that some priority should be granted to Salcombe in the provision of educational, social, health and other local services.

- 2.6 The Structure Plan also identifies the town as a Resort, where the tourism industry provides the mainstay of the local economy.
- 2.7 The Third Alteration of the Structure Plan, which deals with the period up to 2001 was approved and came into operation in March 1994. It makes no specific residential or employment land provisions for Selected Local Centres, leaving this detailed interpretation to the Local Plan process. The Structure Plan provisions for the South Hams as a whole are outlined in Part 1 - General Policies of the Local Plan.

HOMES

- 2.8 Between 1989 and 1995, 121 new units of accommodation were completed within the town's Development Boundary, many through the conversion and subdivision of premises, including several hotels. At April 1995 planning permission existed for a further 51 units, of which 4 were already under construction. The Council is concerned by the trend for converting hotel premises, bringing significant changes to the social and economic fabric of the community, and proposals for such changes of use will be considered under Policy SHDC8 (see Part 1, paragraph 3.59).

Infill Development and Housing for Local Needs

- 2.9 Much of the land with planning permission comprises small sites within the confines of the town to be developed for quality housing. Limited potential for more development of this kind remains.
- 2.10 The Council is keen to balance this form of development with low cost housing for local people and to meet other needs of people living in difficult conditions. Some sheltered housing units have been provided at Shadycombe, and the Council is promoting a small scheme on Council-owned land off St. Dunstons Road, where 3 shared ownership houses have been completed and further scope remains for a small number of units.

THE TOWN'S ECONOMY

- 2.11 The economy of Salcombe depends upon a variety of sectors, primarily fishing, tourism, marine and service industries. The Council aims to continue to maintain and enhance the town's economic profile, not only by encouraging jobs, but also by helping to create appropriate new business opportunities and by helping existing businesses to expand. Local firms are a part of community life. They bring people together and are one of the ways in which local initiative and enterprise flourishes.



The economy of Salcombe is largely geared to life on the estuary

- 2.12 Over the past ten years the Council's workshop units at Island Street and fishermen's compound at The Spur, and a development of workshop units by English Estates at Shadycombe, have all been successful. The Council will seek opportunities to make similar provision elsewhere in the town. The promotion of tourism will also help and other jobs will be created as firms expand and new businesses start up in existing or redeveloped properties or through changes of use.

A Waterside Uses Area

- 2.13 There are few areas in Salcombe which will be suitable to accommodate new employment development, since the town's setting is so sensitive and valuable. However, the Council considers that the area to the north of Shadycombe Creek, including the Creek car park, is well located for the possible future provision of new marine activities and uses. The Council appreciates the importance of retaining car and boat parking in the area.



Part of the Creek car and boat park

- However, a future arrangement of uses might include some employment development, as well as yacht and trailer storage and car parking.
- 2.14 Because of the variety of uses involved and the attractiveness of this area, a Development Brief will be prepared, in consultation with local interests and embracing the criteria set out in Policy KP7.1. The Development Brief will set out in more detail the various land use options, and look at how good quality design and landscaping should be achieved.
- 2.15 The area proposed for waterside uses is shown on the Proposals Map, Inset K3. It lies within the Coastal Preservation Area where Structure Plan Policy CDE5 will apply.

Island Street and Gould Road

- 2.16 Much of the area around Island Street and Gould Road is important as an employment resource for Salcombe. It is conveniently close to the town centre and the estuary and accommodates a variety of marine-related businesses in generally small premises: boat builders, repairers, marine suppliers and so on. However, the area could benefit from revitalisation, commercially as well as in its appearance. Through a combination of rehabilitation, re-use and, perhaps, redevelopment it could be an increasingly important employment area in the town. Due to its important employment function and generally small scale character, the Council considers that any large scale development here would be inappropriate. Also, the Council does not wish to encourage retail or residential development in this area.



Waeside industrial premises at the rear of Island Street

2.17 The appearance of any proposals in this area will be of particular concern to the Council, being partly within the Conservation Area and close to the waterside.

2.18 **KP7: EMPLOYMENT DEVELOPMENT IN SALCOMBE**

1. An area of land to the north of Shadycombe Creek is proposed for waterside uses, to include:
 - (a) development which will optimise the use of the area for marine-related employment and activities;
 - (b) a standard of design and layout which will respect and complement the sensitive and valuable estuarine setting; and
 - (c) the retention of car and boat parking in the area at their existing levels unless or until satisfactory alternative provision is made elsewhere.
2. Within an area at Island Street and Gould Road, shown as Policy Area 1 on the Proposals Map Inset K3, normally only employment uses including rehabilitation, re-use or new development will be permitted. Retail and residential use will only be permitted if this forms a minor part of the overall development and providing it is ancillary and subsidiary to a manufacturing, craft or other service enterprise in the Policy Area.

TRANSPORT AND PARKING

- 2.19 Salcombe experiences many traffic and parking problems, particularly during the summer. Parking is particularly important but the complex issues of roads, traffic management, public transport and parking are closely related and must be seen as a complete package if Salcombe's problems are to be alleviated.

Traffic Management

- 2.20 Some traffic calming measures have been carried out in Fore Street, involving new and extended footways and traffic tables, together with some improvements to Whitestrand car park. Further work is programmed to extend the scheme along Fore Street and Union Street. These measures could have an effect on traffic movements to car parks, especially in the case of visitors. Any further traffic management, such as one-way systems or improved signing and information, should be investigated in consultation with the County and Town Councils and other local interests.

Car Parking

- 2.21 The demand for car parking near the centre of Salcombe exceeds the supply of spaces. Parking problems are therefore experienced by all who use the town, especially during the summer. These problems lead to danger and congestion and have a damaging effect on trade, and on the enjoyment of residents and visitors.
- 2.22 A seasonal Park and Ride scheme has operated successfully since 1993 helping to reduce parking problems and congestion within Salcombe. The scheme, operated by the District Council, runs from a site owned by the Town Council at Bonfire Hill, with views of the estuary and town, encouraging motorists to leave their cars knowing that their destination is only a short bus ride away.
- 2.23 The success of the scheme is an essential element of a parking strategy for Salcombe, and the Council will continue to operate the scheme so long as it receives the continued support of the local community.
- 2.24 The plan does not propose any increase in the number of parking spaces in the town centre. However, the Council will aim to maintain the existing level of car parking for the town. Existing car parks could be used more effectively and improved signing systems should be investigated, possibly diverting visitors away from the more congested areas into car parks where there may often be some spare capacity or to park and ride.

The Ferry

- 2.25 The continued operation of the passenger ferry between Salcombe and East Portlemouth is considered to be essential. This service benefits both residents and visitors.



The narrow character of Fore Street



The passenger ferry

KP8: TRANSPORT AND PARKING IN SALCOMBE

1. A traffic calming scheme is proposed for Fore Street;
2. The Council will assist the provision of a Park and Ride scheme;
3. In the Creek car park, car and boat parking will be retained at their existing levels unless or until satisfactory alternative provision is made elsewhere.

COMMERCE AND TOURISM

2.27 Tourism contributes a great deal to the economy of Salcombe. It is important to maintain this and allow for its increase. This can best be achieved by extending the season and improving the appearance and facilities of the town centre, all of which will also benefit the local people.

Shopping

2.28 For a small town, Salcombe is well provided with shops. It has more retail floorspace than would be expected for a town of its size. Obviously, a very significant proportion of the turnover is related to tourism. The Plan aims to allow the town to retain its position as a shopping centre for the local resident and the visitor. Any additional requirements should be met through extensions, improvements and changes of use. This should be achieved without damage to the town's character.



Part of the Central Shopping Area

2.29 To help maintain this character, in particular the compactness of the shopping area, the Plan defines an area where sites for new shopping development will generally be considered acceptable. This is called the Central Shopping Area and is focused on Fore Street.

2.30 Minor improvements could be undertaken to make shopping safer and more convenient in this Area. These could include good signing, seats, litter bins, dropkerbs, handrails, and the adjustment of footpath and road widths. Special attention will be paid to the needs of the elderly and disabled.

Amusement Centres

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

KP9: COMMERCIAL DEVELOPMENT IN SALCOMBE

1. Within the Central Shopping Area at Salcombe:
 - (a) shopping development (Use Class A1) will be permitted;
 - (b) proposals for non-shopping use in Use Classes A2 (financial and professional services) and A3 (food and drink) of ground floor premises will be permitted, providing they would not:-
 - (i) undermine the shopping character of the street; or
 - (ii) detract from the appearance of the immediate environment; or
 - (iii) adversely affect the amenity of the surrounding area through consequent noise, smell, litter, congestion on pavements or disturbance arising from late opening hours.
2. Outside of the Central Shopping Area, only the following forms of development in Use Class A1 will be permitted:
 - (a) small shops in outlying residential estates (not more than 46 sq.m. (500 sq.ft.) net);
 - (b) small scale retail outlets ancillary and subsidiary to industrial, craft or service uses.
3. Amusement centres will not be permitted except where they would cause no harm to conservation interests, road safety or the amenity of local residents, would not conflict with other local uses and would meet the criteria set out in clause 1(b) of this Policy.

COMMUNITY FACILITIES

2.33 Community facilities in Salcombe are generally adequate, but there are some which could benefit from improvement.

The Berry

2.34 The amount of playing fields and open spaces in the town is good. Improvement works have been and are being carried out at the Berry by the Town Council with the help of the Environment Service and others. Works include better paths, woodland management and more tree planting.

Library

2.35 The present library, at Cliff House, is small and is not easily accessible to the disabled. The County Council recognises that there is a problem, but does not have the resources to include a new library in current programmes.

Schools

- 2.36 The town has a modern Primary School, and this has sufficient capacity to cater for any likely population change during the plan period. Secondary age children are taken to Kingsbridge School and Community College.

Public Toilets

- 2.37 Lack of public toilets had been a problem at South Sands. The Council has provided new toilets there, and these opened in 1991.

2.38 KP10: COMMUNITY FACILITIES IN SALCOMBE

The Berry will be carefully improved to cater for informal recreation.

ENVIRONMENT AND CONSERVATION

- 2.39 Although Salcombe contains several fine individual buildings, it is remarkable not so much because of its architecture, but rather because scenically it is a gem. The setting of buildings in a fine landscape contributes enormously to the character of the town. Near the waterfront attractive cottages are densely packed, whereas further up the hillsides, and around North and South Sands, there are many substantial detached dwellings.
- 2.40 The Conservation Area includes the town centre and substantial properties in Devon Road and Allenhayes Road and is shown on Inset K3 for information purposes. Further information on Conservation is given in Part 1, chapter 5.

Beadon Road / Main Road and Devon Road / The Harbour

- 2.41 The areas lying between Beadon Road and Main Road and between Devon Road and the Harbour have a distinct character with a low density of housing and mature, terraced gardens. The appearance of these areas is very important to the character of the town, and views of it from across the estuary. The Council wishes to see the character of these areas retained.

The Berry and Beadon Park

- 2.42 The Berry is an important open space, currently being improved, and should be protected from any form of built development. Similarly, incidental open space at Beadon Park is integral to the layout of that estate and should be retained.

The appearance of some parts of the town is very important, especially viewed from across the estuary



Environmental Improvements

- 2.43 Although Salcombe is very attractive there are inevitably parts which would benefit from landscaping and tidying-up.
- 2.44 At Whitestrand Quay a comprehensive scheme is needed to make this unsightly car park an attractive focal point for the town. Some improvements, including tree planting, have been carried out in conjunction with traffic calming measures in Fore Street, and further measures could involve improved hard surfaces, paths, street furniture, and better landscaping.



Whitestrand Quay

- 2.45 The Shadycombe Creek and Island Street area is in need of tidying up. At the entrance to the car park, the modern buildings could be better screened and landscaping could be carried out. In Island Street intrusive wires could be removed, and buildings could be improved. An improvement scheme could make the area more attractive for employment uses.
- 2.46 At North Sands improved landscaping is needed to break up the regimented appearance of the car park and a scheme to enhance both the car park and the adjoining public open space is programmed by the Council to be undertaken during 1996.
- 2.47 Some regeneration has occurred at Sharpitor, but further works are required to improve the quality of this potentially very attractive area. These works could be co-ordinated by the South Devon Heritage Coast Service in conjunction with The National Trust.
- 2.48 The District Council will involve the Town Council, landowners and other local interests in preparing the detailed schemes and in carrying out the work.

2.49 KP11: THE ENVIRONMENT IN SALCOMBE

1. Development which would alter the character of the low density development and mature gardens in the areas shown as Policy Areas 2 and 3 on the Proposals Map, Inset K3, will not normally be permitted.
2. The open areas at The Berry and at Beadon Park, shown as Policy Areas 4 and 5 on the Proposals Map, Inset K3, should be retained as open spaces in order to maintain the contribution they make to the visual character of the area.
3. The Council will promote environmental improvements at:
 - (a) Shadycombe Creek/Island Street
 - (b) Whitestrand Quay
 - (c) North Sands
 - (d) Sharpitor

SERVICES

- 2.50 If the planned development of the town is to be achieved, it is essential that adequate services such as gas, electricity, water and sewerage are available.
- 2.51 No difficulties are currently experienced or anticipated in the level of supply of gas or electricity to the town, and South West Water Services has recently completed a sewage treatment scheme.

BATSON

- 2.52 Batson is a small, attractive, quiet hamlet nestling at the head of Batson Creek, close to Salcombe but physically separate from it. There are very few community facilities. The hamlet lies entirely within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. It also lies within the Coastal Preservation Area and a Nature Conservation Zone. The most attractive and historic part of the hamlet is a Conservation Area which is shown on Inset K4 for information purposes. More information on Conservation is given in Part 1, Chapter 5. In view of its extremely sensitive nature, development at Batson could only be permitted in very exceptional circumstances. There is no Development Boundary identified for the hamlet due to the constraints referred to above.
- 2.53 The village green is an important local feature, central to the setting of the estuary and Conservation Area. However, its appearance is marred by the presence of many overhead wires. There is scope for enhancement, and in particular these wires might be laid underground. The details of any such scheme, for which clear community initiative and involvement will be essential, will be discussed with the Town Council and other local interests.

See inset K4



Batson

BEESANDS, BEESON, HALLSANDS & KELLATON

K3

THE VILLAGES AND THEIR SETTING

- 3.1 These neighbouring small villages are situated about six miles to the south-east of Kingsbridge, close to the southern end of the majestic sweep of Start Bay. Beesands and Hallsands are located on the shoreline, whilst Beeson and Kellaton are about one mile inland. Start Point lies just to the south and provides an ideal promontory for the lighthouse which was constructed in 1836. Beesands and Hallsands originated as small fishing settlements and were noted for their fine crabs in the nineteenth century. This stretch of the coast is at particular risk from the sea, especially easterly storms, and the old hamlet of Hallsands was finally destroyed by the storm of January 1917, and was rebuilt in a safer location. Beeson and Kellaton are both small, very rural settlements accessed by narrow winding lanes. Beeson is compact in form and has many modern houses, whilst Kellaton's mainly traditional stone buildings are spaced between paddocks and orchards.

*See
Proposals Map*



*The old ruinous
hamlet of Hallsands*

- 3.2 The villages have a very limited range of community facilities; Beesands has a small church (St. Andrew) and a public house; Beeson has no facilities at all; Hallsands just has an hotel and restaurant/tea rooms and Kellaton has a post office/small general stores. Primary school children travel to Stokenham whilst Kingsbridge has a community college and meets many of the service needs of the villages. There are presently no water service problems at Beesands, Hallsands or Kellaton, but at Beeson the sewage treatment works is operating in excess of capacity and the Environment Agency operates an embargo.
- 3.3 The landscape setting of the settlements is particularly important. All four, and the surrounding countryside, lie entirely within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. Beesands, Beeson and Hallsands are within the Coastal

Preservation Area and the northern parts of Beesands and Beeson are in a Nature Conservation Zone. Kellaton is not in the Coastal Preservation Area but is covered by Policy SHDC 3 (see Part 1 para. 3.32). Development in all four settlements could only be permitted in very exceptional circumstances.

HOUSING IN THE VILLAGES

- 3.4 No Development Boundary is identified for any of these four settlements due to the lack of community facilities and other constraints identified above. Any sites aimed at meeting locally generated housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

ENVIRONMENT AND CONSERVATION

- 3.5 Beesands, Beeson and Hallsands are on the Heritage Coast. A good deal of work to improve the area has been undertaken by the South Devon Heritage Coast Service, in co-operation with the Parish Council and local landowners. Further information on the Heritage Coast Service and other conservation matters is given in Chapter 5 of Part 1 of the Plan.

OTHER MATTERS

Beesands Caravan Park

- 3.6 The land on which the caravan park was formerly situated was registered as a Village Green in 1985. Use of the land as a site for caravans was not consistent with its status as a Village Green, and the Council has secured their removal. This is enabling the area to be returned to its former attractiveness and become available as a public amenity.



The former caravan site

- 3.7 The Council does appreciate the local concern over the possible loss of trade in Beesands following the removal of the caravan site. However the overall improvement in the appearance of the village should continue to attract visitors and help trade in that way.

Kellaton Football Pitch

- 3.8 The Council has agreed to support a local initiative to provide a football pitch in the village.

THE VILLAGE AND ITS SETTING

4.1 Chillington, which is located about four miles to the east of Kingsbridge, is quite a large village that has seen considerable growth in recent years. The busy main A379 road runs lengthwise through the middle of the settlement. The older part of the village is linear in form along the main road and has retained much of its character. The more recent residential development has resulted in the village growing to the north and south away from the main road.

See inset K6

4.2 Chillington has a post office/stores, chapel, Methodist Church, general stores, butcher's shop and two public houses. However, it does not have a particularly good range of community facilities. The parish church, parish hall and nearest primary school are all in Stokenham, about one mile to the east. The Area Centre of Kingsbridge has a community college and meets many of Chillington's service needs. The local sewage treatment plant is operating at capacity, and only



Chillington main street

limited further development would be able to connect to the mains drainage system without improvements to the treatment plant.

4.3 The landscape setting of Chillington is important. The southern half of the village and the surrounding countryside to the east and south lie within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. The northern half of the village and the surrounding countryside to the north lie within an Area of Great Landscape Value (see Part 1, para's. 5.5 and 5.6). Any development proposals in the village should most carefully respect this sensitive landscape.

THE VILLAGE'S ROLE AS A SELECTED LOCAL CENTRE

4.4 Chillington, jointly with neighbouring Stokenham, is defined as a Selected Local Centre in the Devon Structure Plan. This means that together the two villages have an important role to play in providing services and facilities for the surrounding rural area. They should also act as a focal point for rural community life. Some priority should be given to the villages in the provision of educational, social, health and other local services.

HOUSING IN THE VILLAGE

- 4.5 Between 1989 and 1995, 10 new units of accommodation were completed within the village Development Boundary. At April 1995 planning permission existed for a further 4 units. The Boundary has been drawn tightly around the village, and only scope for limited development remains within it subject to the usual planning considerations, including the landscape and drainage constraints identified above.
- 4.6 There may be scope to include some housing development at the proposed Village Centre site if this would assist the provision of those community and other facilities described in paras. 4.7 to 4.10 below. Any sites aimed at meeting local housing needs outside the Development Boundary will be considered under Policy SHDC2 (see Part 1, para. 3.28).

A VILLAGE CENTRE

- 4.7 For a number of years the village has been pressing for the provision of a public car park and many sites have been examined. The Parish Council has also requested that public toilets be provided. Also the village is the largest in the District without its own hall. These facilities could best be provided in one locality rather than spread around the village. This would create an attractive focus for village life. A multi-purpose community building could satisfy most of the requirements.
- 4.8 As a Selected Local Centre, Chillington would benefit from a small development of craft and workshop units. This would not only help to create much needed job and business opportunities but also contribute to the community life and liveliness of the village. However, it has proven very difficult to find an appropriate site, acceptable to most people and with good access. In view of the modest needs of the village, the Council considers that the necessary workshops could be provided as part of the village centre proposal.
- 4.9 An area of about 1.2 hectares (3 acres) comprising the barns to the east of the Union Inn and land to the south could be developed for these uses. Should the barns go out of agricultural use the whole site could be developed comprehensively, with a hall, small workshop units, car park, public toilets, a small landscaped open space and some housing. A link road between Orchard Way and Tanpits Lane would provide good access into the area. This site offers a unique opportunity in the District to provide for a multi-purpose development that could enhance the village and create a focal point for the community.
- 4.10 The development of a small employment site/workshop units is included in the Council's capital programme. Clear community initiative and involvement will be essential to the provision of a hall, car park and public toilets. The Council, in co-operation with the Parish Council, will promote the development of these facilities. Should the land identified on the Inset Plan become available, a Development Brief will be prepared to

Barns to the east of the Union Inn



guide the uses and layout of this important site. The Parish Council and other local interests will be closely involved in its preparation.

LOCAL JOBS AND CAR PARKING

- 4.11 Chillington is a rural village which has had quite a lot of residential growth in recent years. The Council is keen to encourage job and business opportunities in villages, and it is considered that Chillington and the surrounding area would benefit from the provision of small-scale workshop units. In addition to the village centre proposals described above, the Plan also identifies a small site to the south of Homestead which could further assist in the provision of local jobs and some car parking for the village. A purpose built doctor's surgery has recently been completed on the site, and planning permission has been granted for the conversion and extension of the small barns on the northern part of the site to provide rural workshops. Scope remains for the provision of a public car park within the site which should be linked to the main street by a footpath. A link road along the south of the site from Orchard Way has been constructed but the final link to Fairfield has not yet been provided. This is necessary to complete the enhanced access to the new surgery and the site as a whole. The District Council, in promoting this site, will closely involve the Parish Council and other local interests.

OPEN SPACE/PLAY AREA

- 4.12 Chillington is also in need of a substantial open space. A site off Tanpits Cross has been laid out for a play area. In the longer term, the area of land between this play area and the Fairfield Estate, much of which is low-lying and underused, has considerable potential for a village recreation area and landscaped open space. A footpath through this area would link with one to the south of Fairfield Estate and to the proposed village centre.

ENVIRONMENT AND CONSERVATION

- 4.13 The central eastern part of Chillington is a Conservation Area. This includes the older village core and the area around the White House Hotel, and is shown on Inset K6 for information purposes. More information on conservation is given in Part 1, Chapter 5.

4.14 KP12: CHILLINGTON

1. A village centre including a village hall, small craft and workshop units, a car park, public toilets and landscaped area is proposed on land between the Union Inn and Orchard Way.
2. A site to the south of Homestead is proposed for workshop units/car parking.
3. An area of open space is proposed on land between the Tanpits Cross play area and Fairfield Estate.

THE VILLAGE AND ITS SETTING

- 5.1 The small village of Churchstow occupies a prominent location about two miles to the north-west of Kingsbridge. The village has a long history; it is believed that the first church pre-dated the Norman Conquest while several of the old manors of the Parish were recorded in Domesday. The present church of St. Mary, along with the Church House Inn and other adjacent Listed Buildings, provides an attractive focus for the village. Through this northern part of the settlement runs the busy A379 Kingsbridge to Plymouth road to the south of which lies the largely modern housing area which gives the village its predominantly residential character.

See inset K7



The church of St. Mary, along with the Inn and adjacent Listed Buildings, provides an attractive focus for Churchstow

- 5.2 The village has a limited range of community facilities. Apart from the church, church hall and public house, there is a post office/general stores, whilst the nearest schools for children of all ages are in Kingsbridge. A bus service connects the village to Kingsbridge which in its role as an Area Centre meets many of Churchstow's service needs. There are presently no significant water service problems, a sewage transfer scheme recently having been completed.
- 5.3 Churchstow and the surrounding countryside lie within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. Any development proposals in the village should most carefully respect this sensitive landscape.

HOUSING IN THE VILLAGE

- 5.4 Between 1989 and 1995, 1 new unit of accommodation was completed within the village Development Boundary. At April 1995 planning permission existed for one further unit which was already under construction. The Boundary has been drawn tightly around the village, and only scope for very limited infill development remains within it subject to the usual planning considerations, including the landscape constraints identified above. Any sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

LOCAL JOBS

- 5.5 At First Farm, to the east of the village, planning permission has been granted for employment uses and the first phase of units have been developed. This provision is an important contribution to the employment needs of the Kingsbridge area, and the extent of the permission is shown on Inset K7 for information.

ENVIRONMENT AND CONSERVATION

- 5.6 Improvements, including tree planting and the provision of an attractive new bus shelter, have been implemented in the centre of the village. This successful initiative is a good example of partnership and co-operation between the District and Parish Councils and other interests.
- 5.7 The woodlands at Whitehall and Court are significant to the landscape setting of the village, and are identified in the Plan as Important Woodlands.

EAST ALLINGTON AND GOVETON

K6

EAST ALLINGTON

THE VILLAGE AND ITS SETTING

- 6.1 The village of East Allington, which is located about four miles north-east of Kingsbridge, is set amidst attractive rolling countryside. The village is not situated on a main road and is accessed only by narrow lanes. The parish church of St. Andrew dates back to the fifteenth century and contains many interesting features. Nearby Fallapit House belonged to the notable Fortescue family for several centuries and the parish also contains the remains of old manor houses. The village has a mix of older property and recently developed housing.
- 6.2 The village has a limited range of community facilities. Apart from the Church, there is a primary school, parish hall, Methodist Church, post office which opens on four mornings a week, general stores and a public house. The Area Centre of Kingsbridge has a community college and meets many of East Allington's service needs. There are presently no significant water service problems.
- 6.3 The whole of the village and the surrounding countryside to the east, south and west lie within an Area of Great Landscape Value where development will only be permitted which has no significant adverse effect on the special landscape character of the area (see Part 1, para. 5.5).

See inset K8



HOUSING IN THE VILLAGE

- 6.4 Between 1989 and 1995, 10 new units of accommodation were completed within the village Development Boundary. At April 1995 planning permission existed for one further unit which was already under construction. The Boundary has been drawn tightly around the village, and only scope for very limited infill development remains within it subject to the usual planning considerations. Any sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

The main village street

LOCAL JOBS

- 6.5 East Allington is a working rural village which has had quite a lot of residential growth in recent years. The Council is keen to encourage job and business opportunities in villages and it is considered that the village and surrounding area would benefit from the provision of small-scale workshop units. The Plan

identifies a small site of about 0.3 hectare (0.7 acre) to the east of Laburnum Way which could assist in the provision of local jobs. This would also be a contribution to the employment needs of the wider Kingsbridge area.

ENVIRONMENT AND CONSERVATION

- 6.6 The appearance of the area to the east of the agricultural engineers works, on the north-eastern approach road to the village, would benefit from tidying up. This scheme should be done with the co-operation and assistance of the Parish Council, landowner and other interested parties.

OTHER MATTERS

Car Parking and Play Area

- 6.7 There is little off-street car parking provision in the vicinity of Laburnum Way and Dartmouth Road and parking has to take place on the roadsides. The village also lacks a public play area. To help alleviate this situation, the Council, in co-operation with the Parish Council, will promote the development of a small car park and a play area to the east of Laburnum Way.

6.8 **KP13: EAST ALLINGTON**

1. A site of about 0.3 hectare (0.7 acre) to the east of Laburnum Way is proposed for a car park, play area and workshop units.
2. The Council will encourage environmental improvements to the storage area to the east of the agricultural engineers works.

GOVETON

- 6.9 Goveton is a small hamlet nestling in a narrow valley about two miles south-west of East Allington. There are no community facilities. Sewage treatment is dealt with by a small sized works. There is no scope for further development without spoiling Goveton's character. The hamlet is therefore covered by Policy SHDC3 (see Part 1, para. 3.32).
- 6.10 Goveton also lies within an Area of Great Landscape Value (see Part 1, para's. 5.5 and 5.6) and has two Conservation Areas, whilst the woodlands to the south-east are identified as Important Woodlands. There is no Development Boundary identified for the settlement due to the lack of community facilities and other constraints identified above.

See inset K13

Goveton



THE VILLAGE AND ITS SETTING

- 7.1 East Portsmouth is attractively situated on the eastern side of the mouth of the Kingsbridge Estuary opposite Salcombe. The village comprises three clusters; the upper one nestling beneath St. Winwalloe's Church, the middle one centred on the village shop, with the lower part of the settlement scattered along the waterfront. Access to the village is poor and the roads along the estuary are especially narrow. The location of East Portsmouth and the fine views gained from the vicinity make it a popular location for visitors.

See inset K9



The attractive upper part of East Portsmouth

- 7.2 The village has a limited range of community facilities; apart from the Church and shop there is a village hall which offers a post office facility on one morning per week. Primary school children travel to Stokenham, whilst Kingsbridge has a community college and meets many of East Portsmouth's service needs. The local sewage treatment facilities are operating in excess of capacity, the means of discharge are unsatisfactory and the Environment Agency operates an embargo. However, South West Water Services is constructing a sewage treatment plant to serve the settlement.
- 7.3 The landscape setting of East Portsmouth is particularly important. The village and surrounding countryside lie within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. The area is within a Nature Conservation Zone and the village is also closely contained on all sides by the Coastal Preservation Area. Development could only be permitted in very exceptional circumstances and the village is covered by Policy SHDC3 (see Part 1, para. 3.32).

HOUSING IN THE VILLAGE

- 7.4 There is no Development Boundary identified for the village due to the landscape and other constraints referred to above. Any sites aimed at meeting locally generated housing needs will be considered under Policy SHDC2 (see Part 1, para 3.28).

OTHER MATTERS

The Ferry

- 7.5 The continued operation of the passenger ferry between East Portlemouth and Salcombe is considered to be essential. This service benefits both residents and visitors.



The passenger ferry heading for East Portlemouth

THE VILLAGE AND ITS SETTING

8.1 The village of East Prawle, which is located about six miles to the south-east of Kingsbridge, occupies an exposed position above the headland of Prawle, the most southerly point in Devon. It has developed around the green and a number of narrow, winding lanes, which are interspersed with a mixture of modern and older buildings. Much of the parish of Chivelstone, in which East Prawle is the largest settlement, consists of a plateau of pre-Cambrian rocks, and Prawle means "look-out hill". Several of the hamlets in the parish were Domesday estates.

See inset K10

8.2 There is a limited range of community facilities in the village, consisting of a Methodist Church, two public houses and a seasonal shop and cafe. The church of St. Silvester in Chivelstone serves the Parish and surrounding area. Primary school children travel to Stokenham, whilst Kingsbridge has a community college and will also meet many of East Prawle's service needs. South West Water Services has undertaken minor improvements at the sewage treatment works providing some spare capacity, and water supply capacity has also been improved.



8.3 The landscape setting of East Prawle is particularly important. The village and surrounding countryside lie within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well being of the locality or will enhance its character. The area to the south-west of the village is within a Nature Conservation Zone and the village is also closely contained to the north, east and south by the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive coastal landscape.

*Part of the
central area of the village*

HOUSING IN THE VILLAGE

8.4 Between 1989 and 1995, 19 new units of accommodation were completed within the village Development Boundary. This included 10 starter homes on land to the north of Higher Park. At April 1995, planning permission existed for one further unit which was already under construction. The Boundary has been drawn tightly around the village, and only scope for

limited development remains within it subject to the usual planning considerations, including the landscape and drainage constraints identified above. Any further sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

ENVIRONMENT AND CONSERVATION

8.5 The southern and central parts of the village and also some adjoining open fields have been designated a Conservation Area. The small hamlet to the south of the village is also a Conservation Area. These are shown on Inset K10 for information purposes, and more information on conservation is given in Part 1, Chapter 5.

8.6 The open area between Higher Park and the central part of the village is very important to the setting of East Prawle. Development which would alter the character of this area will not be permitted.

8.7 The open green in the southern part of the village is an important local feature and is very important to the setting of East Prawle, but suffers from congestion and pressure from summer visitors. This area should remain open and development which would alter its character will not be permitted. The Parish Council has undertaken much praiseworthy improvement work, but there is scope for more. Further improvements could include, for example, the removal of unsightly overhead wires. The details of any such scheme, for which clear community initiative and involvement will be essential, will be discussed with the Parish Council and other local interests.



Open spaces within the village are important to its character

OTHER MATTERS

Car Park

8.8 Any further improvement to the green could result in the loss of a few parking spaces. Should the need arise for further spaces in the vicinity, the Council in co-operation with the Parish Council, will promote the development of a small car park to the south of the green. The Council will require that landscaping be incorporated in any such scheme.



Part of the village green

Rural Workshops

- 8.9 The Parish Council would like to encourage some workshop development in or near the village. Although there is no obvious site suitable for such a development, the conversion of buildings for employment use is permitted under Policy SHDC4 (see Part 1, para. 3.38). The Council is keen to encourage job and business opportunities in villages.

8.10 **KP14: EAST PRAWLE**

1. The open areas between Higher Park and the central part of the village, and on the green in the southern part of the village, shown as Policy Areas on the Proposals Map, Inset K10, should be retained as open spaces in order to maintain the contribution they make to the visual character of the area.
2. The Council will help to promote environmental improvements at the green.
3. The Council will assist in the promotion of a small site to the south of the green for a public car park.

FROGMORE

THE VILLAGE AND ITS SETTING

- 9.1 The village of Frogmore, which is situated about three miles south-east of Kingsbridge, at the head of Frogmore Creek, a long and picturesque arm of the Kingsbridge Estuary. The village has developed in a linear manner along the busy main A379 road. The relatively small amount of residential development to have taken place in recent years has largely been in the eastern part of the village.

See inset K11



*The head of
Frogmore Creek*

- 9.2 The village has a very limited range of community facilities, consisting of just a post office/general stores and a public house. The church serving the parish is in nearby Sherford. Primary school children travel to Stokenham or West Charleton, whilst Kingsbridge has a community college and also meets many of Frogmore's service needs. Sewerage serving the settlement is unsatisfactory with sewage being pumped to the Chillington treatment plant which is operating at capacity. The Environment Agency presently operates an embargo.
- 9.3 The landscape setting of Frogmore is particularly important. The southern part of the village and much of the surrounding countryside lie within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well being of the locality or will enhance its character. The northern part of the village and the countryside to the north lie within an Area of Great Landscape Value (see Part 1, para. 5.6). Land to the south and west of the

village is also within the Coastal Preservation Area and a Nature Conservation Zone. Any development proposals in the village should most carefully respect this sensitive landscape.

HOUSING IN THE VILLAGE

- 9.4 Between 1989 and 1995, 24 new units of accommodation were completed within the village Development Boundary including 19 affordable houses for local people as part of a development promoted by the Council, in partnership with a housing association, on a site east of the village shop. At April 1995 planning permission existed for a further 7 units of which one was already under construction. The Boundary has been drawn tightly around the village, and only scope for limited development remains within it subject to the usual planning considerations, including the landscape and drainage constraints identified above.

OTHER MATTERS

Community Hall

- 9.5 A small community hall has been provided within the area developed for low cost housing. Local community initiative and involvement have been important in securing the provision of this facility.

SHERFORD

- 9.6 Sherford is a hamlet extending along a narrow road about one mile to the north of Frogmore. The church of St. Martin dates back to the 14th century and is constructed wholly of Charleton slate. The only other community facility is a small community hall. The local sewage treatment plant is operating at capacity. The village also lies within an Area of Great Landscape Value (see Part 1, para. 5.6). There is no scope for further development without spoiling Sherford's character. The hamlet is therefore covered by Policy SHDC3 (see Part 1, para. 3.32). There is no Development Boundary identified for the settlement due to the lack of community facilities and other constraints identified above.

- 9.7 Much of Sherford is a Conservation Area which is shown on Inset K17 for information. More information on conservation is given in Part 1, Chapter 5.

See inset K17

Sherford



HOPE COVE AND GALMPTON

K10

HOPE COVE

THE VILLAGE AND ITS SETTING

10.1 The communities of Inner and Outer Hope occupy adjacent valleys, separated by a high bluff. Each has its own attractive beach and is popular with tourists. The fishing hamlet of Hope is first recorded in the 13th century and the older parts of each village are extremely attractive. Inner Hope especially, with picturesque thatched cottages clustered around the square, is one of the scenic gems of the South Hams. More recent development has spread inland and crept across the hill dividing the villages, merging them together. Many properties have become second homes, and the community has a high proportion of elderly people.

See inset K14

10.2 The range of community facilities is fair, although the parish hall is in nearby Galmpton and there is no playing field or play area in the village. Schoolchildren generally travel to Malborough and the nearest Area Centre is Kingsbridge. Sewage is treated at the Galmpton sewage treatment plant prior to discharge to the sea.



10.3 The landscape setting of Hope Cove is particularly important. The village lies entirely within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. 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.

Outer Hope

HOUSING IN THE VILLAGE

10.4 Between 1989 and 1995, 29 dwellings were completed within the village Development Boundary, including conversions and subdivisions. At April 1995, planning permission existed for a further 7 units, of which 2 were already under construction. Many of the completions have resulted from the

conversion and change of use of former hotel premises. This is a trend which concerns the Council, bringing with it significant changes to the social and economic fabric of the community, and further proposals for such changes of use will be considered under policy SHDC8 (see Part 1, para. 3.59).

- 10.5 The Development Boundary for the village has been drawn tightly around it, and only scope for some limited development remains within it, subject to the usual planning considerations including the Area of Outstanding Natural Beauty policy mentioned above. Any sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

ENVIRONMENT AND CONSERVATION

- 10.6 Much of Inner Hope is a Conservation Area. This is shown on Inset K14 for information purposes, and more information on conservation is given in Part 1, Chapter 5. An area of open land south of Spray Cottage, the Old Duty Room and the Coastguard Cottages is important to the village setting. Its open character should be retained. Also important as an open area is a parcel of land adjoining the highway on the descent into Inner Hope. Its open character is protected in the Plan and could also be enhanced.

- 10.7 The sheer volume of summer visitors and the pressure for development have had an adverse impact on the appearance of both Inner and Outer Hope. Improvements could be made to street furniture, ground surfaces, information for visitors, the general appearance of the area and through the removal of eyesores. Every small enhancement is useful, but comprehensive schemes are needed to work towards the overall improvement of the area's appearance. The Council will need the co-operation of the Parish Council, landowners and other interests in detailing and carrying out a scheme. The Heritage Coast Service may have a role to play in promoting and co-ordinating the work.

- 10.8 The area of National Trust woodland to the south of Inner Hope is important to the landscape setting and contributes considerably to the character of the village. It is identified as an Important Woodland on the Inset Map.



Much of Inner Hope is a Conservation Area

OTHER MATTERS

Car Parking

10.9 The popularity of Hope Cove with visitors inevitably leads to some congestion during the summer months, when existing car parks are unable to cater for the demand. Some additional parking would be helpful. The Plan therefore allows for more parking spaces to be provided by extending the parking bay beside the road descending to Inner Hope. Clear community initiative and involvement will be essential to the achievement of this improvement.

10.10 **KP15: HOPE COVE**

1. **The open areas shown as Policy Areas on the Proposals Map, Inset K14, should be retained as open spaces in order to maintain the contribution they make to the visual character of the area.**
2. **The Council will support a local initiative to extend the parking bay alongside the road which descends to Inner Hope.**
3. **The Council will promote environmental improvements at Inner and Outer Hope.**

GALMPTON

10.11 The pleasant village of Galmpton extends for about half a mile along the busy road between Hope Cove and the A381. The village has few community facilities, lies entirely within the Area of Outstanding Natural Beauty and is closely surrounded by the Coastal Preservation Area. The Galmpton sewage treatment plant has limited spare capacity. Development could only be permitted in very exceptional circumstances, and the village is covered by Policy SHDC3 (see Part 1, para. 3.32).

10.12 There is no Development Boundary identified for the village due to the lack of community facilities and the landscape and other constraints identified above. Any sites aimed at meeting locally generated housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

See inset K12

LODDISWELL AND WOODLEIGH

K11

LODDISWELL

THE VILLAGE AND ITS SETTING

- 11.1 The large village of Loddiswell is situated high above the valley of the River Avon about three miles to the north of Kingsbridge. The older village core is bisected by the B3196 which carries through traffic between the A38 and Kingsbridge. Loddiswell experienced considerable residential growth in the 1970's and early 1980's, most of it to the west of the village centre. The Church of St. Michael dates back to the fourteenth century and contains several interesting features. The Parish contains mansions and farmsteads dating back several centuries and also "Blackdown Rings", which has been the site of both an Iron age hillfort and a Norman Castle.

See inset K15



The centre of Loddiswell

- 11.2 The village has a good range of community facilities, including a primary school, village hall, and post office/stores. Adjoining the village to the north there is quite an extensive playing field. The nearby Area Centre of Kingsbridge has a community college and also meets many of Loddiswell's service needs. There are presently no water service problems.
- 11.3 Loddiswell and most of the surrounding countryside lie within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. Any development proposals in the village should most carefully respect this sensitive landscape.

HOUSING IN THE VILLAGE

- 11.4 Between 1989 and 1995, 16 new units of accommodation were completed within the village Development Boundary. At April 1995 planning permission existed for a further 5 units. The Boundary has been drawn tightly around

the village, and only scope for limited infill development remains within it subject to the usual planning considerations, including the landscape constraints identified above. Any sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

ENVIRONMENT AND CONSERVATION

11.5 A major environmental enhancement scheme for The Courtledge was undertaken during the Spring of 1990. The improvement of this area had been a long-held ambition of the Council, and was made possible by the relocation of a haulage company to new premises at The Butts, north of the village. After detailed discussion with local interests, a scheme was finalised, and included reinstatement of the village green, resurfacing including the use of block pavements, tree planting, the provision of seating and appropriate street furniture and space for a suitable amount of car parking. This successful initiative is a fine example of partnership and co-operation between the District, County and Parish Councils and other interests.



Environmental enhancement at The Courtledge

11.6 The woodlands to the south of Loddiswell are significant to the landscape setting of the village, and are identified in the Plan as Important Woodlands.

OTHER MATTERS

Primary School Site

11.7 The primary school is presently operating to capacity. A site in the western part of the village, which is owned by the County Council, and is currently used as the school playing field, is reserved for a new school although it is not yet in the County's new-build programme. This land should be safeguarded from other forms of development, not only in view of its intended use for a new school, but also because it serves as a valuable open space in an area of extensive development.

11.8 **KP16: LODDISWELL**

A site is safeguarded for a Primary School and no other form of development will be permitted on this land.

WOODLEIGH

- 11.9 Woodleigh is a small hamlet prominently situated above the Avon Valley about one mile to the east of Loddiswell. The only community facility is the Church of St. Mary. Sewage treatment is dealt with by a satisfactory small sized treatment plant. Most of the settlement lies within the Area of Outstanding Natural Beauty. Development could only be permitted in very exceptional circumstances and the village is covered by Policy SHDC3 (see Part 1, para. 3.32).

*See
Proposals Map*



The small hamlet of Woodleigh

- 11.10 There is no Development Boundary identified for the settlement due to the lack of community facilities and the landscape and other constraints identified above. Any sites aimed at meeting locally generated housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

THE VILLAGE AND ITS SETTING

- 12.1 Malborough is a very prominent, hilltop village. Its church is a landmark for miles around. The parish has a lengthy coastline and unspoiled cliff scenery.
- 12.2 The village lies on the main road between Kingsbridge and Salcombe but has a good range of its own community facilities, including several shops, a post office and a large and well appointed village hall with ample parking and adjacent open space. The primary school is also a lively feature of village life. There are presently no water service problems.

See inset K16



The prominent setting of Malborough

- 12.3 The prominent setting of Malborough makes it particularly significant in the landscape. The village lies entirely within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. The Coastal Preservation Area also skirts the village to the south and a Nature Conservation Zone lies immediately to the east. Any development proposals in the village should very carefully respect this sensitive coastal landscape and its ecology.

HOUSING IN THE VILLAGE

- 12.4 Between 1989 and 1995 13 new units of accommodation were completed within the village Development Boundary. At April 1995 planning permission existed for a further 3 units, of which 1 was already under construction. The Development Boundary for the village has been drawn tightly around it and only limited scope for infill development remains within it subject to

the usual planning considerations, including the landscape constraints identified above. Any sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

ENVIRONMENT AND CONSERVATION

- 12.5 The ancient heart of the village, clustered around the appropriately named Higher Town and Lower Town, is a Conservation Area which is shown on Inset K16 for information purposes. More information on conservation is given in Part 1, Chapter 5.



The appearance of areas adjoining the Church could be improved

- 12.6 The appearance of areas adjoining the Church, especially around the Green and in the vicinity of the parking area adjoining the post office, could be improved. A scheme of landscaping and resurfacing could not only enhance the appearance of this area but also improve pedestrian safety. The Council will seek the co-operation of the County Council, the Parish Council, landowners and other interests in detailing and carrying out the work.

12.7 KP17: MALBOROUGH

The Council will promote environmental improvements at The Green and in the parking area adjacent to the Post Office.

THE VILLAGE AND ITS SETTING

- 13.1 The village of Slapton, which is situated about six miles east of Kingsbridge, lies in an attractive valley just inland from the fresh-water lake of Slapton Ley. The low-lying older core of the village is characterised by narrow winding roads and buildings of historic and architectural interest. The Parish Church of St. James the Greater has a medieval spire and dates back to the 14th century as does the prominent Tower which is all that remains of a collegiate chantry. The more recent housing to be developed has been mainly located on the village's periphery.
- 13.2 The village has a limited range of community facilities. Apart from the Church there is a post office/general stores, village hall, gospel hall, and two public houses. Primary schoolchildren travel to Stokenham, whilst the Area Centres of Dartmouth and Kingsbridge have community colleges and meet many of Slapton's service needs. South West Water Services has undertaken a sewage treatment scheme and the resultant satisfactory small size treatment plant has limited spare capacity. However, water distribution problems remain.
- 13.3 The landscape setting of Slapton is particularly important. The village and most of the surrounding countryside lie within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. Much of the area around Slapton is within a Nature Conservation Zone and 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.

See inset K18



The older core of the village is characterised by narrow winding roads

HOUSING IN THE VILLAGE

- 13.4 Between 1989 and 1995, 1 new unit of accommodation was completed within the village Development Boundary. At April 1995 there were no other planning permissions for housing. The Boundary has been drawn tightly around the village, and only scope for limited infill development remains within it subject to the usual planning considerations, including the landscape and service constraints identified above.



Affordable housing at Greenbanks Close

- 13.5 Outside of the Development Boundary an affordable housing scheme has been completed at Greenbanks Close by a Housing Association. This development of 13 units has helped cater for the need in the Slapton area for affordable housing for local people and other special local housing problems.

ENVIRONMENT AND CONSERVATION

- 13.6 Much of Slapton, including the historic village core, is a Conservation Area and this is shown on Inset K18 for information. More information on conservation is given in Part 1, Chapter 5. The wooded area around the Priory, which contributes considerably to the character of the village, is identified in the Plan as an Important Woodland.
- 13.7 There are two areas of open land within Slapton which contribute importantly to the character of the village. Development which would alter the character of these areas will not be permitted. Parts of them could be used as a public open space with footpath access. The Council would support a local initiative to achieve this.



Part of the historic core of the village

13.8 KP18: SLAPTON

The open areas near the village centre, shown as Policy Areas on the Proposals Map, Inset K18, should be retained as open spaces in order to maintain the contribution they make to the visual character of the area.

THE VILLAGE AND ITS SETTING

- 14.1 South Milton occupies a sheltered valley location about a mile inland from Thurlestone Sands, making it popular for the retired and second home owners. Whilst part of the village clusters attractively around its church, across the valley a further part focuses on the post office.

See inset K19



South Milton occupies a sheltered valley location

- 14.2 The village has a fair range of community facilities, including a small hall and a post office. Primary schoolchildren travel to nearby Thurlestone, and the village looks for most other services to Kingsbridge, the Area Centre. With improvements to the sewerage system and a sewage treatment scheme having been completed, there are presently no water service problems.
- 14.3 South Milton lies entirely within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. The village also abuts the inland boundary of the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive coastal landscape.

HOUSING IN THE VILLAGE

- 14.4 Between 1989 and 1995, 7 new units of accommodation were completed within the village Development Boundary. At April 1995 planning permission existed for a further 11 units, of which 1 was already under construction.

The Boundary has been drawn tightly around the village, and only limited scope for infill development remains within it subject to the usual planning considerations including the landscape constraints identified above. Any sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

ENVIRONMENT AND CONSERVATION

- 14.5 The older parts of the village, around the church and the post office respectively, are embraced by two separate Conservation Areas which are shown on Inset K19 for information purposes. More information on conservation is given in Part 1, Chapter 5. A small wooded area to the north of Backshay Close is also significant to the landscape setting of the village and is identified in the Plan as an Important Woodland.
- 14.6 There is scope to improve the appearance of that part of the village linking the two Conservation Areas. This could involve improvements to walls and hedges, replacing dead trees, and tidying up verges and parking areas. The Council will seek the co-operation of the Parish Council, landowners and other local interests in detailing and carrying out this work. The Environment Service may have a role to play in promoting and co-ordinating the work.

14.7 **KP19: SOUTH MILTON**

The Council will promote environmental improvements around the Main Street.

THE VILLAGE AND ITS SETTING

- 15.1 The village of South Pool nestles attractively in a valley at the head of South Pool Creek about four miles to the south-east of Kingsbridge. Access to the village is poor and its streets are narrow and winding. The extensive Conservation Area reflects the number of buildings of historic and architectural interest and the attractive open spaces which give South Pool much of its character. The Church of St. Nicholas and St. Cyriacus is of considerable interest, being built entirely of local slate and containing many notable features. The core of the church is thought to date back to the early fourteenth century.

See inset K20



The sheltered location of South Pool

- 15.2 The village has very few community facilities. Apart from the church, there is just a church hall and a public house. Primary schoolchildren travel to Stokenham, whilst the Area Centre of Kingsbridge has a community college and meets many of South Pool's service needs. There are presently no water service problems.
- 15.3 The landscape setting of South Pool is particularly important. The village and surrounding countryside lie within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. The area to the south, west and north of the village is also within a Nature Conservation Zone and the Coastal Preservation Area. Development could only be permitted in very exceptional circumstances.

HOUSING IN THE VILLAGE

- 15.4 There is no Development Boundary identified for the village due to the landscape constraints and lack of community facilities. Any sites aimed at meeting locally generated housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

ENVIRONMENT AND CONSERVATION

- 15.5 Most of South Pool, including the village core and the areas around the church and Herring Street, is a Conservation Area. Three extensions to this Area were designated in 1992 to recognise their visual importance to the setting of the original Conservation Area. Inset K20 shows the Conservation Area for information purposes, and more information on conservation is given in Part 1, Chapter 5.
- 15.6 An area to the north of the church could benefit from a small-scale improvement scheme, and a small piece of land to the south of the properties at Creek End could also be tidied up. The Council will co-operate with the Parish Council, landowners and other local interests in detailing and implementing improvements in the village.



The main village street

15.7 **KP20: SOUTH POOL**

The Council will promote environmental improvements to the north of the Church and at Creek End.

THE VILLAGE AND ITS SETTING

16.1 The village of Stokenham, about five miles east of Kingsbridge, is attractively situated one mile inland from Start Bay. The village has a long history and was called "Stoke in Hamme" in the thirteenth century to distinguish it from other Stokes. The attractive older part of the village has developed around the Great Orchard, to the east of which is the parish church of St. Michael and All Angels, a fine fifteenth century building in local slate. The busy main A379 road runs through the southern part of Stokenham, whilst the more modern residential development has resulted in growth of the village on its northern side.

See inset K21

16.2 The village has a limited range of community facilities. Apart from the church there is a primary school, parish hall, and two public houses. The primary school serves a large rural area, whilst the Area Centre of Kingsbridge has a community college and meets many of Stokenham's service needs. There is presently a deficiency in the provision of water services in that the village part drains to Chillington where the sewage treatment plant is working at capacity, and part to the Torcross sea outfall. A sewage treatment plant at Torcross is programmed by South West Water Services to be installed by 2005.



The Parish Church and the Church House Inn

16.3 The landscape setting of Stokenham is particularly important. The village and surrounding countryside lie within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. The area around Stokenham, except that to the west, is within a Nature Conservation Zone and also within the Coastal Preservation Area. Any development proposals in the village should most carefully respect this sensitive coastal landscape.

THE VILLAGE'S ROLE AS A SELECTED LOCAL CENTRE

16.4 Stokenham, jointly with neighbouring Chillington, is defined as a Selected Local Centre in the Devon Structure Plan. This means that together the two villages have an important role to play in providing services and facilities for the surrounding rural area. They should also act as a focal point for rural community life. Some priority should be given to the villages in the provision of educational, social, health and other local services.

HOUSING IN THE VILLAGE

- 16.5 Between 1989 and 1995, one new unit of accommodation was completed within the village Development Boundary. At April 1995 planning permission existed for 5 further units. The Boundary has been drawn tightly around the village, and only scope for limited infill development remains within it subject to the usual planning considerations, including the landscape and service constraints identified above. Any sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

ENVIRONMENT AND CONSERVATION

- 16.6 The south-eastern part of the village is a Conservation Area. This includes the older village core, the church and the Great Orchard. The Conservation Area is shown on Inset K21 for information purposes. More information on conservation is given in Part 1, Chapter 5. The woodlands to the south of Stokenham are significant to the landscape setting of the village, and are identified in the Plan as Important Woodlands.



*The historic heart
of the village*

- 16.7 The Great Orchard is extremely important to the village and its setting. This area should remain open and development which would alter its character will not be permitted. The adjacent open area presently used for allotments to the west of the Church House Inn is also important to the character of this part of the village, and should similarly be kept free of development that would alter its character.
- 16.8 Improvements could be made to the appearance of the roadside bank along the A379 east of Carehouse Cross. Some tree planting has already taken place but there is scope for further improvement. The Council will co-operate with the County Council, Parish Council, landowners and other interested parties in carrying out this work.

OTHER MATTERS

Public Toilets and Bowling Green

- 16.9 The Parish Council has requested that some public toilets and a bowling green should be provided in the village. No site has been identified for either. Clear community initiative and involvement will be essential to the provision of these facilities.



The open site of the old Great Orchard is extremely important to the village and its setting

16.10

KP21: STOKENHAM

1. The open area comprising the Great Orchard and allotment area, shown as a Policy Area on the Proposals Map, Inset K21, should be retained as open space in order to maintain the contribution it makes to the visual character of the area.
2. The Council will promote environmental improvements to the verges of the A379.

THURLESTONE, BANTHAM, EAST & WEST BUCKLAND

K17

THURLESTONE

THE VILLAGE AND ITS SETTING

17.1 Thurlestone takes its name from the pierced ("thirled") stone just off the shore, which is mentioned as a boundary point in a Saxon charter of 845. It is a village of contrasting character and styles, the older main street being tightly knit and well-contained, whereas the substantial new housing areas are open, low density and typically suburban. Its coastal location is popular with visitors, the retired and second home owners.

See inset K22

17.2 There is a good range of community facilities in the village, including a post office, a school and a variety of meeting places, from the Thurlestone Hotel to the parish hall. The nearest Area Centre is Kingsbridge, providing a wide range of further support services and facilities. There are presently no significant water service problems following completion of the sewer transfer scheme taking sewage to the upgraded South Milton sewage treatment plant.



Thurlestone main street

17.3 Thurlestone lies entirely within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. 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.

HOUSING IN THE VILLAGE

17.4 Between 1989 and 1995, 31 new units of accommodation were completed within the village Development Boundary, 14 at The Mead and 17 at Merchants Field. At April 1995 planning permission existed for a further 73 units of which

one was already under construction. The Development Boundary has been drawn tightly around the village, including existing planning permissions at The Mead. Apart from this extensive planning permission only a little scope for further infill development remains within the Development Boundary, and this will be subject to the usual planning considerations together with the landscape constraints identified above. Any sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28) and to this end the Council has acquired a site on the fringe of the village off Sea View Road, where planning permission has been granted for 12 units.

- 17.5 The Council is concerned by the trend for converting hotel premises, bringing significant changes to the social and economic fabric of the community, and proposals for such changes of use will be considered under Policy SHDC8 (see Part 1, para. 3.59).

ENVIRONMENT AND CONSERVATION

- 17.6 The historic and tightly knit heart of the village is a Conservation Area and a significant extension has been designated, more than doubling its size, by extending the boundary westwards to include The Rectory, the Parish Church, the Village Inn and several substantial properties. The Conservation Area is shown on Inset K22 for information purposes. More information on conservation is given in Part 1, Chapter 5.



*Part of the
Conservation Area*

- 17.7 The grounds of the Thurlestone Hotel, particularly the short golf course, are an important open area within the village.

Affording relief from the suburban character of Thurlestone Mead to the east and older but similar development to the west, it is important that the short golf course in the hotel grounds should not be developed.

- 17.8 The area of low density housing to the south and west of the Parish Church (comprising Eddystone Road, Ilbert Road and Warren Road) is an intrusion into the coastal landscape. However, its impact is ameliorated in view of the generally well-established nature of the development in mature gardens. Infill development or the intensive redevelopment of large plots could easily mar the appearance of this area and should not be permitted.

OTHER MATTERS

Playing Field/Play Area

- 17.9 There is a good deal of local support for the provision of a permanent site for a playing field and children's play area. The Council will support an appropriate local initiative to provide suitable facilities.

KP22: THURLESTONE

1. The open area comprising part of the grounds of the Thurlestone Hotel, shown as Policy Area 1 on the Proposals Map, Inset K22, 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 low density development and mature gardens, or which would involve the sub-division of plots, in the area shown as Policy Area 2 on the Proposals Map, Inset K22, will not normally be permitted.

BANTHAM AND EAST AND WEST BUCKLAND

17.11 Bantham is a very attractive small village near the mouth of the River Avon. It has few community facilities and lies entirely within the Area of Outstanding Natural Beauty and the Coastal Preservation Area. The Ham is a very popular spot in summer when Bantham gets very congested. There are presently no water service problems. Development could only be permitted in very exceptional circumstances.

17.12 East and West Buckland are adjacent hamlets lying on the south-facing slopes of the valley about a mile inland from Bantham Ham. Roads leading to the hamlets are narrow, steep and winding and there are very few community facilities. The hamlets are in the Area of Outstanding Natural Beauty and the Coastal Preservation Area. There are presently no significant water service problems. Development could only be permitted in very exceptional circumstances. There are no Development Boundaries identified for the three settlements due to the landscape constraints and lack of community facilities.

17.13 The older part of West Buckland, including the lower slopes of the valley side, is a Conservation Area and this is shown on Inset K5 for information. More information on conservation is given in Part 1, Chapter 5.

See inset K5



Bantham is a very attractive small village at the mouth of the River Avon

THE VILLAGE AND ITS SETTING

- 18.1 The village of Torcross, located about six miles to the east of Kingsbridge, is attractively situated between the sea and the fresh-water lake of Slapton Ley. The village extends for about a mile along the main A379 road around the southern tip of the Ley, which is separated from the sea by the narrow shingle ridge of Slapton Sands. This shingle beach runs north from Torcross for a distance of over two miles and was used for practice landings by the allied forces in preparation for the D-Day Landings. The part of Torcross between the sea and the Ley has been and is at risk from heavy storms, whilst the village is a very popular tourist spot and experiences congestion during the summer.

See inset K23



Torcross is situated between the sea and Slapton Ley

- 18.2 The village has a good range of community facilities for its size, including a chapel, post office/stores and several facilities largely catering for the tourist trade. Primary school children travel to nearby Stokenham, whilst Kingsbridge has a community college and also meets many of Torcross' service needs. There are presently no water service problems. Sewage is currently discharged by means of a sea outfall pipe and a sewage treatment plant is programmed by South West Water Services to be installed by 2005.
- 18.3 The landscape setting of Torcross is particularly important. The village and the surrounding countryside lie within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. The village and surrounding area are also both within a Nature Conservation Zone and Coastal Preservation Area, and Slapton Ley is a Site of Special Scientific Interest. Development could only be permitted in very exceptional circumstances.

HOUSING IN THE VILLAGE

18.4 No Development Boundary is identified for the village due to the landscape constraints. Any sites aimed at meeting locally generated housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28). The Council is concerned by the trend for converting hotel premises, bringing significant changes to the social and economic fabric of the community, and proposals for such changes of use will be considered under Policy SHDC8 (see Part 1, para. 3.59).

ENVIRONMENT AND CONSERVATION

18.5 Parts of the village could be improved in appearance, particularly at the northern end and in and around the car park. The Heritage Coast Service has already undertaken much good work in the area, including the provision of an information board for the Sherman Tank located in the car park, and more improvements are programmed. The Parish Council, landowners and other local interests will be involved in the detailing and implementation of the work. The wooded area above the village to the west contributes to the character and setting of Torcross and is identified in the Plan as an Important Woodland.

18.6 KP23: TORCROSS

The Council will promote environmental improvements at the northern end of the village.

Part of Torcross village



THE VILLAGE AND ITS SETTING

- 19.1 West Alvington is an attractive village, lying in the shelter of a ridge line just to its north and overlooking the Kingsbridge estuary. Only a few fields separate it from the western limits of the town of Kingsbridge. The main village street is the busy A381 between Kingsbridge and Salcombe.
- 19.2 The village has a fair range of community facilities, including a post office and a school. The Area Centre of Kingsbridge is within walking distance and meets many of West Alvington's service needs. There are presently no water service problems.

See inset K24



*West Alvington
main street*

- 19.3 The village lies entirely within the Area of Outstanding Natural Beauty, where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character.

HOUSING IN THE VILLAGE

- 19.4 Between 1989 and 1995, 2 dwellings were completed within the village Development Boundary. At April 1995 planning permission existed for three further units, two of which were already under construction. The Development Boundary has been drawn tightly around the village, and limited scope for infill development remains within it subject to the usual planning considerations including the Area of Outstanding Natural Beauty policy mentioned above. Any sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

ENVIRONMENT AND CONSERVATION

19.5 Much of the village, a typical linear street pattern, is ancient and is a Conservation Area. There is scope to enhance the appearance of the Conservation Area whilst also reducing traffic speeds and increasing pedestrian safety, through an improvement scheme combined with a suitable package of traffic-calming measures. The Council will seek the co-operation of the County Council, the Parish Council, landowners and other interests in detailing and carrying out the work.

19.6 **KP24: WEST ALVINGTON**

The Council will promote a scheme of environmental improvements and associated traffic calming measures in West Alvington Conservation Area.

WEST CHARLETON & EAST CHARLETON

K20

WEST CHARLETON

THE VILLAGE AND ITS SETTING

20.1 The village of West Charleton, which is just over a mile to the south-east of Kingsbridge, is situated between two of the creeks of the Kingsbridge Estuary. The parish was once noted for its quarries and finely-bedded slate which was widely used for church building, with the church of St. Mary standing above the village being a good example. The busy A379 road runs through the village which has experienced quite considerable residential growth in recent decades, especially on its northern side.

See inset K25

20.2 There is a limited range of community facilities in the village. Apart from the Church there is a primary school, post office/general stores, village hall and public house. The nearby Area Centre of Kingsbridge has a community college and meets many of West Charleton's service needs. The local sewage treatment works is presently overloaded, and the Environment Agency operates an embargo.



20.3 The landscape setting of West Charleton is particularly important. The village and the surrounding countryside lie within the Area of Outstanding Natural Beauty where the preservation and enhancement of the landscape will receive priority and development will not be permitted except where this is necessary to the economic or social well-being of the locality or will enhance its character. The areas to the south and west of the village are within a Nature Conservation Zone and 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 landscape.

The busy A379 road runs through the village

HOUSING IN THE VILLAGE

20.4 Between 1989 and 1995, two new units of accommodation were completed within the village Development Boundary. At April 1995 there were no other planning permissions for housing. The Boundary has been drawn tightly

around the village, and only scope for very limited infill development remains within it subject to the usual planning considerations, including the landscape and drainage constraints identified above. Any sites aimed at meeting local housing needs will be considered under Policy SHDC2 (see Part 1, para. 3.28).

RURAL WORKSHOPS

- 20.5 Potential for the development of small workshop units, or through conversion of rural buildings, exists at the Croft Farm complex. Suitable businesses may be those associated with agriculture and which might be acceptable under Policy SHDC3 (see Part 1, para. 3.32). The Council wishes to encourage such a development and would welcome an approach from the landowner.

ENVIRONMENT AND CONSERVATION

- 20.6 The appearance of the eastern approach to the village, particularly the wide open verges on the southern flank of the road, could be improved. The Council will seek the co-operation of the County Council, Parish Council, landowners and other local interests in detailing and promoting any scheme.
- 20.7 The woodland to the north-east of St. Mary's Church is particularly important to the appearance of the village and is accordingly identified in the Plan as an Important Woodland.

OTHER MATTERS

Highway Improvements

- 20.8 The busy main A379 road running through the village is in places quite narrow and lacks a footway on both sides. In recent years, when suitable opportunities have arisen, footways have been provided and visibility improvements made. Survey work to provide a footway along the southern side of the road has been undertaken, and the scheme is included on the County Council's Supplementary Highway Priority List, but there is no guarantee that the work will be undertaken during the plan period. There is also scope to reduce traffic speeds along the main road, and to increase pedestrian safety generally, by means of a package of traffic calming measures. This is now included on the County Council's Reserve List of Traffic Calming Schemes.

The busy main A379 road running through the village is in places quite narrow and lacks a footway on both sides



20.9 Opposite the school, in the vicinity of the village fountain, there is limited scope for further provision of off-street parking. This could be achieved by extending the existing lay-by to the west or into the bank to the north. Clear community initiative and involvement will be essential to the provision of this facility. A scheme to enlarge the number of parking spaces in the lay-by outside the school has been completed. This was undertaken as part of the County Council's A379 route enhancement scheme.

20.10 **KP25: WEST CHARLETON**

1. **The Council will promote environmental improvements to the verge south of the road on the eastern approach to the village.**
2. **The Council will promote a scheme of traffic-calming measures along the A379 in the village.**

EAST CHARLETON

20.11 East Charleton is a small village within the Area of Outstanding Natural Beauty and Coastal Preservation Area. The southern half of the village is also in a Nature Conservation Zone. There are no community facilities in the settlement. The local sewage treatment plant is operating in excess of capacity and the Environment Agency operates an embargo. Development could only be permitted in very exceptional circumstances. There is no Development Boundary identified for the village due to the lack of community facilities and the landscape and other constraints identified above.