

SOUTH HAMS LOCAL DEVELOPMENT FRAMEWORK

STRATEGIC INFRASTRUCTURE DELIVERY PLAN

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1. INTRODUCTION

- 1.1 The South Hams Local Development Framework (LDF) is a portfolio of documents that together set out the planning policies and proposals for the district. It is the key to the delivery of sustainable development through a spatial planning approach.
- 1.2 South Hams District Council has as its top two corporate priorities the delivery of affordable housing and provision for quality employment activity. The South Hams LDF has a vital role to play in delivering these priorities by setting out the appropriate policies and allocating the best sites to accommodate the development.
- 1.3 Successful regeneration and delivery of needed development requires integration between the strategies and programmes of the Council and other organisations dealing with issues such as education, health, transport and utilities. The LDF should provide an integrated approach to implementing the land-use implications of such strategies.
- 1.4 The LDF Core Strategy, adopted in 2006, sets out a district-wide pattern of development and the Council has published Site Allocations Development Plan Documents (DPDs), which make specific site proposals, including consideration of service and infrastructure provision.
- 1.5 The provision of a range of services and facilities is key to the delivery of sustainable development and to meeting the various needs of the community.

This document explains the approach taken to assuring an integrated approach to development and infrastructure provision: The Strategic Infrastructure Delivery Plan.

- 1.6 'Infrastructure' covers a range of services and facilities provided by public and private bodies. It includes:
 - Physical infrastructure, such as: transport networks and facilities, water provision and treatment, sewerage, flood prevention and drainage, waste disposal, power generation and supply, telecommunications, ICT, etc.
 - Social or community infrastructure, such as: education, healthcare, transport services, community buildings, places of worship, sport and recreation facilities, open spaces, community recycling facilities, etc.
 - 'Green' infrastructure, such as: green spaces and landscape corridors that provide connectivity for people and wildlife, as well as sites designated for their ecological importance.

- 1.7 Where infrastructure is inadequate to meet the needs of new development, developers will be required to provide the new or improved infrastructure directly relating to those needs. This applies equally to all scales of new development across the district. The Strategic Infrastructure Delivery (SID) Plan has been prepared by a partnership of organisations comprising:
- South Hams District Council
 - Devon County Council
 - Devon & Cornwall Constabulary
 - Environment Agency
 - NHS Devon
 - South West Water
- 1.8 The focus has been to identify infrastructure needs and to establish the broad timetable and mechanisms for its delivery. This work has been undertaken informed by the strategies and capital programmes of the participating organisations.
- 1.9 Devon County Council is in the process of producing countywide Infrastructure Strategies, including a current draft strategy for the South Hams. This document contains more information about the infrastructure the County Council is responsible for and should be considered alongside this SID Plan.
- 1.10 The SID Group has considered current infrastructure capacity and undertaken an assessment of new infrastructure requirements. It has looked at existing deficiencies in provision and the demands that will arise from the levels of development being proposed in the LDF.
- 1.11 The detailed infrastructure requirements are set out in the SID Programme which is appended to this report. These requirements are set out under the following headings:
- Community Infrastructure
 - Education
 - Health
 - Landscape and Open Space
 - Transport
 - Waste
- 1.12 Under each of these headings specific items of infrastructure have been identified, with details given on: why it is required, its priority, anticipated cost, funding sources and commitments, phasing and responsibility for delivery.

- 1.13 Given the wide range of infrastructure identified and significant differences in their relative levels of importance, it is appropriate to indicate the level of priority being given to the infrastructure identified. This has been done using the following categories:
- Critical (1)
Required in order to be able to deliver the vision and objectives of the appropriate DPD including the proposed development
 - Essential (2)
Required in order to be able to deliver the development being proposed
 - Necessary (3)
To meet the needs of the community
 - Desirable (4).
To meet community aspirations
- 1.14 Infrastructure schemes can be categorised in a multitude of ways – according to their functionality, geographical location, service area type or spatial planning role. The categorisation set out above reflects recent PINS decisions that show the need to demonstrate criticality of key infrastructure schemes to development delivery.
- 1.15 It is important to note that these criticalities are focussed on delivering new development proposals and therefore some items that are considered to be important by the community, but are not necessarily required to support or mitigate the impact of new development, may appear to be lower on this priority list. This does not mean that the Council or its partner organisations consider these infrastructure requirements to be unimportant, but that it would be inappropriate for new development to bear the burden of their delivery (under the terms of Circular 05/05).
- 1.16 Critical and essential infrastructure requirements are needed to enable the delivery of individual development proposals, but critical requirements also contribute to delivering the vision and strategic objectives of the appropriate DPD(s) wider strategic aims of the LDF Core Strategy rather than simply mitigating the essential impacts of development proposals.
- 1.17 Infrastructure requirements that are necessary are required to meet wider community needs. This means that development may be required to contribute towards them, as the new population will use these infrastructure assets. However, development is not dependant upon these infrastructure elements being delivered to come forward, but wider sustainability objectives may be compromised as a result.

- 1.18 Desirable infrastructure requirements are those schemes/proposals which make development of the highest quality, and may be needed to fulfil a community need that is not affected by development.
- 1.19 It is anticipated that development will be expected to contribute to requirements at all levels of priority, subject to developer negotiations.
- 1.20 It is also important to indicate the anticipated delivery timescales for the infrastructure, in order to help ensure that it is delivered in conjunction with development and inform the programmes of the responsible organisations and funding partners. A 'Phasing' column is therefore included in the programme. This is based on 5 year periods that accord with the delivery timescales established in the LDF – i.e. 2011-2016, 2016-21 and 2021-26.

2. COMMUNITY INFRASTRUCTURE

- 2.1 Access to and the quality of community facilities has an important role to play in enhancing people's quality of life and can be especially significant in rural areas remote from facilities offered in larger urban centres. It is therefore important that in considering new development, that appropriate facilities are provided in phase with development, or that existing facilities are enhanced to expanded if required. Such facilities can play a key role in local communities by providing a hub for social interaction.

Libraries

- 2.2 The key role of libraries is to provide access to books and other information media and provide a key element in access to education and training. There are currently six libraries in the South Hams, in the towns of Dartmouth, Ivybridge, Kingsbridge, Salcombe and Totnes, and a small library open 3 days per week in Stoke Fleming. The libraries in Dartmouth and Ivybridge are now part of the modern community centres – The Flavel and The Watermark, respectively. Kingsbridge library is housed in a relatively modern, purpose built building on The Quay, close to the town centre.
- 2.3 The Library in Totnes, although centrally located, is in an old, cramped building with poor access. DCC's Library Service considers it too small to meet the needs of the existing community and is urgently seeking to replace it at new, larger premises.
- 2.4 DCC's Library Service is working to establish the key elements, objectives, standards and principles inherent in a 21st century library service. From its countywide service aims, it has developed a set of objectives specific to the local circumstances of the South Hams. These include:
- Enhance existing and deliver new libraries and cultural facilities throughout the district but particularly in the market towns (especially Totnes) ensuring new and existing residents have access to a range of library services.
 - Improve access to mobile library services for residents of the South Hams' remote rural hinterland.
 - New library provision across the South Hams should have ground floor access and capability for expansion, an active street frontage and be built to high sustainable construction, ICT, energy and design standards.
 - To explore opportunities for co-location of library services with other complementary uses (e.g. community governance) to maximise efficiencies of provision.

Library Infrastructure Requirements

2.5 Enhance existing and deliver new libraries:

- Relocation of Totnes Library to a new larger site
 - To provide enhanced facilities for the general public and to accommodate new population from development within the town. It is anticipated that this library will be provided in a way that fulfils the above objectives relating to location, high design standards and co-location with appropriate other facilities.

2.6 Access to services:

- Enhanced Mobile Library provision to serve the rural hinterland throughout the district.
 - Whilst there are a number of permanent libraries in the South Hams, there are a number of smaller settlements which rely on mobile services. An enhancement to mobile library provision in the rural hinterland will increase resident's access to library services and assist in increasing the number of people using library resources. The mobile library service is currently being reviewed to be more effective and useful, following public consultation ending in March 2010.

3. EDUCATION

- 3.1 Ensuring adequate capacity for education provision is a fundamental part of infrastructure planning. The district is well served by Local Education Authority (Devon County Council) schools with a community college providing secondary age group education in each of the four main market towns (the Area Centres of Dartmouth, Ivybridge, Kingsbridge and Totnes) and thirty-eight primary schools distributed around the rural parts of the district, many of them relatively small, traditional village schools.
- 3.2 As well as the primary and secondary age groups, the County Council's Children and Young Person's Services (CYPS) also includes early years and youth provision in its portfolio. From its overall countywide service infrastructure aims, it has developed locally specific objectives for the South Hams. These include:
- *Raising Aspiration, Achievement and Opportunities*
 - *Skills for Life and Work*
 - *Helping Disadvantaged Children and Young People*
 - *Environmental Best Practice*
 - *Supporting new development delivery*

Capacity

- 3.3 In the secondary sector overall the district's four community colleges in combination are currently operating above capacity. However, individually there are significant differences, with Dartmouth Community College 100 under capacity, KEVICC at capacity and Kingsbridge Community College and Ivybridge Community College over capacity. Looking ahead, however, due to the demographic profile of the population, the number of secondary age pupils is forecast to decline so that by 2013 there will be spare capacity in the secondary sector. The only school predicted to remain above capacity is Kingsbridge Community College.
- 3.4 In the primary sector overall there is spare capacity currently (472 places at Spring 2009) and this is forecast to increase by 2013. Recently, only the Totnes Local Learning Community (LLC) has been operating slightly above capacity, but in the future (from 2010) there is predicted to be spare capacity. However, there are differences across the LLC's with Dartmouth and Totnes forecasted to remain relatively close to capacity, whilst there will be greater capacity in the Kingsbridge LLC and the greatest in Ivybridge LLC. There are differences from school to school within each LLC, with some at or above capacity and some below.

Future provision

- 3.5 Forecasting pupil numbers is complex, with the principal elements being future population numbers and the age profile of that population. An increase in population does not necessarily mean an increase in children of school age.
- 3.6 New development proposals will be assessed individually to see if it is appropriate for them to contribute to provide enhancements or expansions to schools to accommodate pupils from the new development (in accordance with the established formula of the County Council).

Infrastructure Requirements

- 3.7 Based on the above circumstances and forecasts, the education authority is assessing what additional infrastructure will be required to meet future needs. The critical elements needed to mitigate the impacts of development on Children's Services and the justification for those requirements based on meeting the wider CYPS strategy objectives are outlined below:

Meeting Early Years and Primary Education Needs:

- Relocation of The Grove Primary School, Totnes
 - To provide an improved facility and build a larger school, to accommodate pupils generated from new development.
- Relocation of Blackawton Primary School
 - To increase capacity and provide more up-to-date teaching facilities, enhancing primary education provision in the village.
- Enhancements to St John's Primary School, Totnes
 - To update the teaching facilities serving the Bridgetown area of Totnes.

Meeting Secondary, Youth and Special Education Needs:

- Enhancements to KEVICC in Totnes, featuring relocation of the facilities from the lower school site onto the upper school site, including sports provision, intensification and upgrading of teaching facilities.
 - To improve the educational facilities in Totnes and accommodate pupils generated by new development. This will also help to alleviate localised traffic congestion at school times and reduce the need for pupils to cross the busy A385.

- Enhancements to KEVICC, Dartmouth Community College, Ivybridge Community College and Kingsbridge Community College as part of the Building Schools for the Future programme.
 - To provide improved and up to the minute facilities for secondary education in the South Hams. More detailed proposals for Dartmouth Community College are currently being drawn up.
- Expansion and remodelling of Bidwell Brook school
 - To provide enhanced facilities for pupils with special requirements, accommodating pupils from new development across the South Hams.
- Relocation of Totnes Youth Centre
 - To provide larger and modern facilities for young people in the town.

3.8 The funding details of these are set out in the Infrastructure Delivery Programme.

4. HEALTH AND SOCIAL CARE

- 4.1 Two of the key characteristics of the South Hams are a large rural hinterland (about 60% of the district's population live outside of its four main towns) and an ageing population. Consequently, the focus for the health and social care strategy for the district is to provide facilities in accessible locations that are close to people's homes.
- 4.2 The Area Centres of Dartmouth, Kingsbridge and Totnes each have a hospital providing minor injuries units and non-critical nursing wards.
- 4.3 Dartmouth Hospital occupies a Victorian building in the town centre. Although it has the capacity to meet the needs generated by an additional 200 dwellings by 2016 plus a similar amount again to 2026, access to the hospital is difficult, parking minimal and the building needs much internal alteration in order to provide modern medical standards of care. The PCT considers that the improvement in complete delivery of health and social care services in Dartmouth could best be provided for by a new, purpose-built hospital facility. A site of about 0.25 ha (2,500 sq m) is required, and it appears that the best opportunity of securing this would be as part of the new community hub at Townstal, West of Dartmouth
- 4.4 The existing doctor's surgery is located in two buildings in the town centre and is currently operating in excess of capacity. It is housed in buildings that struggle to meet modern-day standards. The PCT considers that the relocation of this service to a new purpose-built facility (potentially in conjunction with a new hospital) is the best way forward. Following a recent mapping exercise across Devon, a range of new dental services has started to be put in place. In Dartmouth NHS Devon is looking to provide a NHS dental service to about 3,000 patients. (Two current dental practices in the town deliver NHS services to children only). As with a new doctor's surgery, a new dental practice could best be provided in the longer term in conjunction with a new hospital.
- 4.5 Although Ivybridge is now the largest town in the district, it does not have its own hospital. A local health and well being centre is being planned as part of the Sherford new community and this will help meet the lower-level hospital needs of Ivybridge. There are currently two GP practices in the town and between them they have enough future capacity of meet the needs likely to be generated by the future development levels proposed to 2016 and anticipated by 2026. In respect of dental services, a tendering process is currently underway to provide for a significant expansion of NHS services for about 9,000 patients.
- 4.6 Kingsbridge hospital is a relatively modern, purpose-built facility located on the edge of town. Situated next to it is the health centre providing GP services (which have recently been expanded), also in a modern building. Both of these health facilities have the capacity to accommodate the needs anticipated to be generated by the proposed development to 2016 and the likely levels of growth to 2026. In terms

of dental services, an additional 2,000 NHS places have recently been provided which, in NHS Devon's opinion, should be adequate to meet the future needs of the town.

4.7 Totnes Hospital is a relatively modern, purpose-built facility located on the edge of the town centre with good access. It has the capacity to cater for the needs anticipated to be generated by the proposed amount of development to 2016 and the likely levels of growth to 2026. The GP practice at Leatside Surgery is currently operating at about capacity. NHS Devon has calculated that to meet the needs of additional patients generated by the level of development proposed to 2016, the practice needs an increased capacity of 0.5 full time equivalent GP, and that to accommodate this, a small extension to the surgery is required. The cost of this is estimated to be £264,000 and this should be met by the NHS Devon capital programme and contributions from new housing development. In terms of dental services, additional provision was started in 2008 giving capacity for up to 7,500 NHS patients.

4.8 Given the close and important relationships between health and social care, Devon County Council and NHS Devon have been working together in preparing a strategy for future care provision called The Way Ahead. From this strategy's core service aims Devon County Council and NHS Devon have developed health and social care objectives for the South Hams. These are as follows:

- *Develop health and social care services closer to patient's homes*
- *Deliver new and enhance existing health and social care facilities within the South Hams*
- *Develop an integrated sustainable transport system*

4.9 From the county-wide strategic aims and the objectives for the district, DCC and the PCT have identified a set of critical infrastructure requirements, including:

Deliver new and enhance existing health and social care facilities within the South Hams:

- Delivery of 50 bed extra-care schemes in Kingsbridge and Totnes
- NHS Devon has identified a current need for extra care housing provision within these two towns. The growth and ageing demographic in the South Hams will generate a greater demand for this type of provision and therefore the delivery of 50 bed extra-care housing schemes will be vital to support the needs of the new and existing population.
- Delivery of a 10 bed close-care scheme in Ivybridge.
- NHS Devon has identified a current need for close care housing provision within Ivybridge. The growth and ageing demographic in the South Hams will generate a greater demand for this type of provision and therefore the delivery of close care housing

schemes will be vital to support the needs of the new and existing population.

- Extension to the Leatside GP Practice at Totnes
 - To provide for the increased population from new development.
- Relocation of Dartmouth Hospital and GP Surgery from their current location to a new purpose-built facility at the proposed community hub at Townstal, west of Dartmouth
 - To provide an up-to-the-minute facility for healthcare in the town, accommodating the needs arising from new development (in the case of the GP Surgery) and improving accessibility to healthcare services.
- Provision of an NHS dentist in Dartmouth
 - To address an existing shortfall within the town.

5. LANDSCAPE AND OPEN SPACE

including Green Infrastructure, Sport and Recreation

5.1 Nationally there is an increased interest in the provision and management of green infrastructure, sport and recreation as a contribution to peoples' well being and as a way of strengthening local communities. Green infrastructure is taken to be the full range of open spaces, and the linkages between them, which provide multiple benefits for residents and visitors whilst also delivering additional environmental benefits – in particular for biodiversity, landscape and flood alleviation.

5.2 The District Council has a key role in supporting the provision of green infrastructure, sport and recreation through its role as enabler, facility manager and planning authority. In order to put in place a strategic approach to the provision and management of green infrastructure, sport and recreation – and set in place the mechanisms for strategic partnership working over the delivery of GISR - the Council has worked with partner organisations on producing and adopting the following:

- South Hams Public Space Strategy 2008 – 2012.
- Open Space, Sport and Recreation- Supplementary Planning Document
- Active South Hams Action Plan

5.3 The primary functions of these Strategies and Plans are as follows:

South Hams Public Space Strategy

5.4 Produced in partnership with other key organisations, and the district's community, the strategy identifies a set of objectives to which resources and effort should be concentrated, as follows:

- Increasing accessibility and use of public space
- Improving quality and public benefit
- Accessing funding and delivering value for money
- Working in partnership
- Community involvement
- Places for activity and exercise
- Space for children and young people, and
- Sustainable design and management.

5.5 In order to inform the strategy, a detailed exercise to identify the quantity, location and quality of public space was undertaken. To undertake this exercise, the district's public space was categorised as parks and gardens, natural spaces, greenways, outdoor sports facilities, amenity greenspace, play, allotments, cemeteries and churchyards, civic spaces and beaches. These categories of public space are based on national guidance in PPG17 and are consistent with the government's planning policy.

5.6 It is a government recommendation that councils set local standards for the provision of public space. In response to this the Public Space Strategy identifies the following standards for the varying categories of public space:

- Quantity
- Quality
- Accessibility
- Hierarchy of provision.

5.7 It is identified that there were specific deficiencies in the quantity of Sports Pitches and Allotments – and for these an increase in quantity is identified as the priority to address these deficiencies. For all other types of public space the priorities were to increase quality and accessibility.

5.8 The public space standards set out in the strategy are the baseline aspiration that the Council wishes to see achieved. As noted above, they cover quantity, quality and accessibility and are based on national standards, local assessment and the results of the public consultation. Delivery of the standards is not something which the council alone can be responsible for - all partner organisations will need to be engaged.

Open Space, Sport and Recreation- Supplementary Planning Document

5.9 Adopted under the Local Development Framework, this document sets out a formula-based approach to generating land, or financial contributions, to increase capacity for open space, outdoor sport and play needs generated from new development.

5.10 In adopting the document, Members were mindful of the Council's overall priorities for community infrastructure to support family housing and focussed the SPD on to the two elements of Play and Outdoor Sport Pitches. To date funds generated from S.106 agreements pursuant to the SPD have been used to increase the off-site capacity of play and outdoor sport pitches in the catchments of developments.

5.11 Where larger developments occur the Council may seek on-site facilities where thresholds within the SPD are reached.

5.12 The SPD also seeks a site by site assessment for other public space – and that sites allocated in the DPDs be subject to individual assessment.

Active South Hams Action Plan

5.13 In order to maximise activity – and the use of facilities - "Active South Hams" has been formed as a multi agency partnership – operating as a Community Activity Network on behalf of the Local Strategic Partnership. The partnership works to a plan of activities which seeks to deliver additional benefits to local residents through joined-up working.

Green Infrastructure, Sport and Recreation Requirements

- 5.14 In combination, the strategies and plans set a strong framework for green infrastructure, sport and recreation delivery and management in the district. They allow a strategic approach to be taken to accommodating the additional capacity required from new development within the Area Centres, Local Centres and Villages – and to integrate this with existing knowledge on green infrastructure, sport and recreation deficiencies and opportunities already identified within the local communities.
- 5.15 The accompanying Infrastructure Delivery Programme gives generic levels of land or financial contributions generated by the levels of development being proposed. In each case any individual site will need to be considered in the context of this overall requirement.
- 5.16 The Infrastructure Delivery Programme groups the requirements into the following three elements:
- Sports pitches
 - Play facilities
 - Other Public Space (which encompasses the range of other types of public space identified in the SPD and Public Space Strategy, in particular Parks and Gardens, Amenity Space, Civic Space and Allotments)
- 5.17 Where new development generates a need for green infrastructure, sport and recreation, or exacerbates an existing deficiency, additional provision will be sought. Some development proposals may generate a need for only limited elements of green infrastructure, sport and recreation whereas others will generate the need for a wide range of facilities. The requirement for green infrastructure, sport and recreation, and the level of on or off site provision relating to any allocated site, is based on local standards of provision (as set out in the Public Space Strategy and SPD), alongside an assessment of facilities already available in the vicinity and the need generated from the new development.
- 5.18 The Council recognises that on its own it will have limited ability to deliver quality public space. It needs to work with a range of organisations both within and outside the district. To help deliver the strategy it sets out a set of principles that will be applied, including: "Seek partnership with developers to ensure adequate provision, and management of, public space in relation to new development. In any new development the District Council will normally seek that the developer, or another third party, take on ownership and management of Public Open Space rather than the District Council".

6. TRANSPORT

- 6.1 A strategic transportation aim is the integration of land use and transport planning through the location of development where it reduces the need to travel and can be accessed by public transport. This is a challenge in a rural area such as the South Hams which generates significant local needs, often in places remote from the larger urban areas and often poorly served by public transport. Accessibility across all types of transport is an important factor in terms of access to facilities and services at the local level, but also in terms of wider connectivity.
- 6.2 Within the South Hams the levels of transport infrastructure varies significantly, in accordance with the distribution of regional road and rail networks. The northern part of the district generally has good access to strategic transport routes such as the A38 dual carriageway and the main south-western rail line. These provide good connectivity to Plymouth and Exeter, other settlements along these routes and to the rest of the region and nation beyond. On the other hand, the central and southern parts of the district are more rural with less direct connectivity to the strategic routes. Totnes is on the main rail line, but it is the only town in the district served by nation-wide intercity services.
- 6.3 Other than the A38, the district's main road network comprises a number of single carriageway "A" and "B" roads following their historic routes through the settlements they serve. Given the distance from the regional road and rail routes, Dartmouth and Kingsbridge and their rural hinterlands experience a range of difficulties associated with peripherality.
- 6.4 The range of transportation issues facing the district is shown by the differences between provision in the four main towns (the Area Centres) and the rural areas in between. The provision of public transport and the scope for increasing the more sustainable modes such as walking and cycling, differs substantially across the district. It is the towns (especially Totnes) that experience the greatest levels and frequency of congestion, whilst in the rural areas this is much less of an issue. Accordingly, Devon County Council as Highway and Transportation Authority considers that a transport strategy for the district needs to address Area Centres and the rural areas differently, whilst recognising the important linkages between the two.
- 6.5 The County Council has developed a set of county-wide transport objectives which have been used as a basis to develop locally specific transport aims for the South Hams as a whole, with a sub-set of objectives specific to Area Centres:

6.6 *Transport Objectives for the Entire District:*

Enhance Accessibility and inclusivity

- Improve provision and management of information about transport services (such as real time passenger information and personalised travel marketing in new development)
- Improved provision of public transport and promotion of flexible, demand responsive transport solutions (such as wheels to work and ring and ride)
- Increase access to high speed internet services throughout the district, enabling people to access services online and to promote and provide the opportunity for home and / or tele working

Promotion of more sustainable travel modes

- Enhance the quality of transport infrastructure and experience of those using it (for example by provision of smart card ticketing & provision of more attractive vehicles) and enhanced provision of information at bus stops

Supporting delivery of new development and meeting community needs

- Ensure that investment in the South Hams' transportation network supports and is fully integrated into new development proposals
- Ensure that new development is delivered in phase with transport infrastructure and measures to mitigate its impact on the community and support low carbon development

6.7 *Specific Transport Objectives for the Area Centres:*

Enhance inclusivity

- Ensure that public spaces are designed in an inclusive manner which enables people with poor physical mobility to navigate and use them (it is particularly important to recognise the ageing population in the South Hams in this respect)
- Promotion of schemes to aid those with poor physical mobility to get around the town centres, such as shopmobility scooters

Promotion of more sustainable travel modes

- Reduce dependency on private car and deliver a significant increase in the use of improved walking, cycling and public transport networks within the Area Centres (e.g. to schools and town centres) and promote flexible, demand responsive transport solutions (such as car clubs and car sharing)
- Further consideration should be given to the provision of evening bus services to provide access to leisure services

- Reduce environmental impacts from transport – mitigating against air quality impacts of development, reducing emissions and pollution and contributing to a reduction in the town’s overall carbon footprint - by effective traffic management within the towns and along key routes (for example the A385 in Totnes), and an improved public realm in the town centres (for example in Ivybridge)
- Implement robust demand management, travel planning and parking management measures within the market towns, reducing carbon emissions from transport and reducing the impact on air quality management areas, especially for journeys of less than 5km

Enhance access to key services and improve strategic connectivity

- Enhance the self-containment of the market towns within the South Hams, by promoting a closer alignment of housing, employment and provision of services appropriate to a market town
- Improve strategic connectivity to the Strategically Significant Cities and Towns (SSCTs) of Plymouth, Torbay, Newton Abbot and Exeter by a variety of travel modes, for example by improving access to rail stations and providing new bus routes
- Develop, enhance and manage the highway network using driver information (e.g. VMS) and effective management of road space to reduce queuing and sensitivity to disruption

6.8 The key elements of transportation infrastructure necessary to secure the delivery of development proposed in the South Hams and ensure the achievement of key strategic policy objectives, are summarised below:

Enhance Accessibility and Inclusivity

- **Provision of a new bus service in Dartmouth between the historic part of the town and the new development to the south-west.**
 - Ensuring that the new development and historic part of the town are well-linked. This will also have the benefit of increasing connectivity between the new development, the historic part of Dartmouth and the Townstal ward, which suffers from deprivation.
- **Public realm enhancement in Ivybridge town centre, supporting regeneration and helping to increase inclusivity.**
 - These enhancements will be related to a regeneration of the town centre, which will feature an element of economic and mixed use development, alongside a review of the traffic management within the town centre to help resolve identified air quality issues.

- **Enhance provision of demand responsive transport such as Ring and Ride, Shopmobility, Car Clubs and Wheels to Work.**
- To increase accessibility with the district, reducing dependency on the private car.

Promotion of more sustainable travel modes:

- **Enhance the public realm and improve access to Totnes railway station for people walking and cycling, in particular improving connectivity with the town centre and provision of a more pedestrian focussed environment.**
- Enhancing the image of rail travel in Totnes, encouraging more people to use rail and other sustainable modes.
- **Provision of enhanced real-time passenger information at public transport stops.**
- Specifically bus stops at key locations, such as those near public transport interchanges (such as Totnes or Ivybridge railway station, or Kingsbridge bus station) or in very remote areas.
- **Installation of smart card ticketing technology on buses**
- Increasing journey time reliability on routes (due to reduced waiting time at stops) and enhancing the overall image of public transport in the South Hams district.
- **Provision of park and change sites on the outskirts of Totnes**
- People will be able to park at these sites and then either catch a bus, walk or cycle into the town. They can also meet up and car-share the rest of the journey. As such, park and change sites increase use of more sustainable modes whilst reducing demand on the highway network.
- **Provision of cycle parking within the market towns at key destinations such as rail stations, bus stations and town centres and enhanced signing on cycle routes.**
- To encourage increased use of cycling within the market towns and make the towns easier to navigate.

Enhance access to key services and improve strategic connectivity:

- **At Totnes a demand management approach will be taken on the A385, which is the main road through the town.**
- This demand management approach will manage traffic flows through the town more effectively, increase driver awareness and also reduce the amount of vehicles using the road at peak times, facilitating a shift to more sustainable modes whilst ensuring this strategic route continues to operate effectively.

- **Provision of an enhanced town bus service in Ivybridge, linking the rail station, Ivybridge Community College, the town centre and Lee Mill to the west of the town.**
 - To increase connectivity within the town and supporting the rail park and ride facility that is provided at Ivybridge railway station, as well as supporting strategic connectivity to the rest of the country.
- **Increasing the number of rail services stopping at Ivybridge.**
 - Increasing the attractiveness of rail and enhancing links with Strategically Significant Cities and Towns as identified in the emerging South West Regional Spatial Strategy in Devon and the wider UK.

Supporting delivery of new development and meeting community needs.

- **Provision of a number of new and enhance walking routes within the market towns.**
 - To encourage walking within the Area Centres and provide access to new developments, making walking more accessible and reducing segregation between different parts of the settlements.

7. UTILITIES

Water Supply

- 7.1 The mains water supplier in the South Hams is South West Water (SWW). The supply of water to meet the needs of the district up to 2016 including the levels of development provided for in the LDF Core Strategy, is not considered by SWW to be problematic. The company has published a Water Resources Plan which sets out the relevant facts and forecasts.

Sewerage

- 7.2 The main sewerage company for the South Hams is South West Water (SWW).
- 7.3 In general, water supply is not likely to be a limiting factor during the plan period to 2016 and beyond (2016 – 2026). Localised improvements to the water distribution network may be required as a result of detailed investigations in relation to specific sites. In such cases developer contributions may be required.
- 7.4 South West Water has no fundamental concerns about the level and distribution of development being proposed in relation to sewerage. The amount of development proposed at specific settlements up to 2016 has been informed by the current capacity of sewage treatment works. The only settlements where a potential capacity issue has been identified are Kingsbridge, Diptford and Ermington. At Kingsbridge there is a concern about the performance of the sewage treatment works. Further investigations will be necessary in order to establish the level of spare capacity. At Diptford and Ermington the existing capacities are very limited. Further investigations will be needed in the light of any detailed development proposals. Developer contributions may be required in these instances to help address any capacity issues. Localised sewerage upgrades may be required as a result of detailed investigations in relation to specific sites.
- 7.5 The situation in relation to sewerage provision is constantly changing as a result of changes to the consent regime and other background changes. Therefore, advice on sewerage constraints does not remain fixed. Proposals for the period beyond 2016 will inform South West Water's next business plan period which will include a review of new investment needs.

8. WASTE

- 8.1 The waste disposal authority is Devon County Council which is responsible for preparing strategies to deal with waste including the Minerals and Waste Development Framework.
- 8.2 DCC has identified a need for new and improved recycling facilities in two South Hams towns. The facilities required are:

Provision of a new waste recycling facility at Totnes

- To upgrade facilities and expand to accommodate new population

Relocate and upgrade waste recycling facility at Ivybridge

- To provide for new development and address an existing shortfall in capacity

Infrastructure Delivery Programmes

Dartmouth

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Community Infrastructure							
Swimming pool	Community aspiration	Desirable (4)	£2,900,000	Sports governing bodies / grant / public authorities	2011 onwards subject to viability	Interest Group	Local aspiration
Education							
Community College redevelopment	Enhance standard of buildings and facilities as part of Building Schools for the Future (BSF) programme	Critical (1)	£9m (BSF)	Devon County Council (DCC) BSF Developer contributions	2011-16	DCC	Potential re-configuration and/or relocation within Townstal area
Health							
Site for new hospital (c. 2,600 m ² / 0.87 ha assuming 2 floors)	Poor accessibility and need for upgrading at	Necessary (3)	Likely capital build cost	NHS Devon Receipt from	2016-26	NHS Devon	Provision of site (free serviced land) for new

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
	current hospital		c.£8m	sale of present hospital site.			health hub (at least 1.2 ha).
New doctors surgery (c. 916 m ² / 0.3 ha assuming 2 floors)	Existing surgery operating in excess of capacity and does not meet Disability Discrimination Act (DDA) requirements	Critical (1)	c.£1.8m	NHS Devon Receipt from sale of present GP premises. Build and leaseback preferred option Developers contributions	2011-16	NHS Devon	Possible financial shortfall depending on sale of existing hospital. New hospital subject to NHS Devon's commissioning intentions.
Facility for NHS Dentist	Existing shortfall in provision	Necessary (3)	Not yet known	NHS Devon Developers contributions	2011-16	NHS Devon	
Eighteen bed close - care scheme	To meet local population growth and ageing demographic profile	Necessary (3)	Not yet known	DCC Homes and Communities Agency (HCA)	2011-16	DCC	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
				NHS Devon			
Landscape and Open Space							
<p>Sports.</p> <p>On site provision or financial contribution to increase capacity off site. Key sites:</p> <ul style="list-style-type: none"> • Norton pitches • Community College • Jawbones 	To meet needs arising from new development	Necessary (3)	<p>0.53 ha. on site or £273,700 financial contribution</p> <p>0.78 ha. On site or £404,005 financial contribution</p>	Developer land or financial contribution	2011-16 2016-26	To be agreed	-
<p>Play facilities. On site provision or financial contribution to increase capacity off site</p>	To meet needs arising from new development	Necessary (3)	<p>0.32 ha. on site or £174,800 financial contribution</p> <p>0.48 ha. on site or £258,020 financial</p>	Developer land or financial contribution	2011-16 2016-26	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
			contribution				
Other Public Space. On site provision or financial contribution to increase capacity off site	To meet needs arising from new development	Necessary (3)	0.68 ha. on site or negotiated contribution 1.03 ha. on site or negotiated contribution	Developer land or financial contribution	2011-16 2016-26	To be agreed	-
Rejuvenation of key parks and public open space	Limitations on quality and accessibility	Necessary (3)	Part of £1.92M capital programme	SHDC capital programme	-2011	Public Authorities	-
Transport							
Park & Ride	Relocation of current facility as part of masterplan for Greater Norton	Critical (1)	Not yet known	Receipt from development of current site DCC SHDC (land) Developers contributions	2011-16	DCC SHDC	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
				(land and/or financial)			
Enhanced pedestrian, cycle and public transport linkages between town centre, Townstal and the new community hub	To improve sustainable travel connectivity	Critical (1)	Not yet known	DCC SHDC Developers contributions	2011-16	DCC SHDC	-

Priority*:- critical (to deliver the vision and objectives) (1) / essential (to deliver the development) (2)/ necessary (to meet the needs) (3)/ desirable (to respond to aspirations) (4)

Ivybridge

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Community Infrastructure							
Refurbishment of leisure centre and swimming pools	Limitations of current condition	Essential (2)	Unknown total. £1m SHDC capital allocation	Sports governing bodies / grant / public authorities	2011-26	Public Authorities	-
Education							
Ivybridge Community College	Enhancement of facilities as part of Building Schools for the Future (BSF) programme	Essential (2)	£30m from BSF	Devon County Council (DCC) BSF Developer contributions	2022-26	DCC	-
Health							
Ten bed close -care scheme	To meet the growth and ageing demographic profile of the local population	Necessary(3)	Not yet known	NHS Devon DCC	2011-16	DCC	-
Landscape and Open Space							
Sports.	To meet needs arising from new	Necessary (3)	0.29 ha. on site	Developer land or financial	2011-16	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
<p>On site provision or financial contribution to increase capacity off site.</p> <p>Key sites for increased capacity:</p> <ul style="list-style-type: none"> • Erme Valley • Rutt Lane • Filham Park 	development		<p>or £136,850 financial contribution.</p> <p>0.86 ha. on site or £445,060 financial contribution</p>	contribution	2016-26		
Play facilities. On site provision or financial contribution to increase capacity off site	To meet needs arising from new development	Necessary (3)	<p>0.16 ha. on site or £87,400 financial contribution.</p> <p>0.52 ha. on site or £284,240 financial contribution</p>	Developer land or financial contribution	2011-16 2016-26	To be agreed	-
Other Public Space. On site provision or financial contribution to increase capacity off	To meet needs arising from new development	Necessary (3)	0.34 ha. on site or negotiated contribution.	Developer land or financial contribution	2011-16 2016-26	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
site			1.12 ha. on site or negotiated contribution				
Rejuvenation of key parks and public open space	Limitations on quality and accessibility	Necessary (3)	Part of £1.9m capital programme	SHDC capital programme	-2011	Public authorities	-
Transport							
Enhanced pedestrian, cycle and public transport linkages around the town, particularly to the town centre	To improve sustainable travel connectivity	Essential (2)	Not yet known	DCC SHDC Developer contributions	2011-16	DCC SHDC	-
Eastern access and new junction with A38	To encourage modal shift, enhance access to the railway station and cater for new development	Desirable (4)	Not yet known	Not yet known	2016-26	Highways Agency DCC Public authorities	-
Waste							
Replacement waste recycling depot	Limited capacity of existing site	Necessary (3)	£1.5-2m	DCC Developer	2011-16	DCC	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
				contributions			

Priority*:- critical (to deliver the vision and objectives) (1) / essential (to deliver the development) (2) / necessary (to meet the needs) (3) / desirable (to respond to aspirations) (4)

Kingsbridge

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Community Infrastructure							
Centre for Kingsbridge Community	To provide a modern purpose built multi-use centre	Desirable (4)	Not yet known	Devon County Council (DCC) SHDC South Devon Coastal Local Action Group (SDCLAG)	2011-26	Kingsbridge Town Council	Community aspiration
Refurbishment of leisure centre and swimming pool	Refurbishment of facilities	Necessary (3)	Not yet known	Sports governing bodies / grant / public authorities	2016-26	Public Authorities	-
Education							
Kingsbridge Community College	Enhancement of facilities and capacity as part of Building Schools for the Future (BSF) programme	Essential (2)	£18m from BSF	DCC BSF Developer contributions	2022-26	DCC	-
Health							

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Fifty bed extra -care scheme	To meet the growth and ageing demographic profile of the local population	Necessary (3)	£6-8m	DCC Homes and Communities Agency (HCA) NHS Devon	2011-16	DCC	-
Landscape and Open Space							
<p>Sports.</p> <p>On site provision or financial contribution to increase capacity off site.</p> <p>Key sites for increased capacity:</p> <ul style="list-style-type: none"> • Rugby Club • Community College • Belle Hill • Land opp. Community 	To meet needs arising from new development	Necessary (3)	<p>0.46 ha. on site or £239,785 financial contribution.</p> <p>0.8 ha. on site or £410,550 financial contribution</p>	Developer land or financial contribution	2011-16 2016-26	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
College <ul style="list-style-type: none"> • West Alvington • Malborough 							
Play facilities. On site provision or financial contribution to increase capacity off site	To meet needs arising from new development	Necessary (3)	0.28 ha. on-site or £153,140 financial contribution. 0.49 ha. on site or £262,200 financial contribution	Developer land or financial contribution	2011-16 2016-26	To be agreed	-
Other public space. On site provision or financial contribution to increase capacity off site	To meet needs arising from new development	Necessary (3)	0.6 ha. on-site or negotiated contribution. 1.06 ha. on site or negotiated contribution	Developer land or financial contribution	2011-16 2016-26	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Rejuvenation of key parks and public open space	Limitations on quality and accessibility	Necessary (3)	Part of £1.92m capital programme	SHDC capital programme	-2011	Public Authorities	-
Transport							
Enhanced pedestrian, cycle and public transport linkages around the town, particularly to the town centre	To improve sustainable travel connectivity	Critical (1)	Not yet known	DCC SHDC Developer contributions	2011-16	DCC SHDC	-

Priority*:- critical (to deliver the vision and objectives) (1) / essential (to deliver the development) (2) / necessary (to meet the needs) (3) / desirable (to respond to aspirations) (4)

Totnes

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Community Infrastructure							
Refurbishment of leisure centre and swimming pools	Limitations of current condition	Necessary (3)	Not yet known	Sports governing bodies / grant / public authorities	2011-26	Public authorities	-
Totnes Youth Centre. Relocation	To provide larger and modern facilities for young people in the town	Necessary (3)	£400k for renovation or £1.2m new build	Devon County Council (DCC) Developer contributions	2011-16	DCC	-
Provision of new 500-600m ² modern library facility	To replace existing sub -standard library	Necessary (3)	Not yet known	DCC Developer contributions	2011-16	DCC	-
Education							
Community College (KEVICC). Re-location of teaching facilities on lower school site to the upper school site and enhancement	To provide enhanced facilities on a single site, including sports provision, intensification and upgrading of	Critical (1)	£26m from Building Schools for the Future (BSF)	DCC BSF Private sector partners	2011-21	DCC	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
of sports pitches	teaching facilities			Sport governing bodies Developer contributions			
Re-location of The Grove Primary School (with potential for expanded capacity including early years provision)	Existing site is not large enough to provide modern facilities and has no scope for expansion	Essential (2)	£6.5m	DCC Developer contributions	2011-21	DCC	-
Enhancement to St John's Primary School	To update the teaching facilities serving the Bridgetown area	Necessary (3)	Not yet known	DCC Developer contributions	2011-16	DCC	-
Health							
Doctor's surgery. Increase provision of GP facilities by expanding the Leatside practice.	To meet needs of projected increase in population	Essential (2)	£264,000	NHS Devon Developer contributions	2011-26	NHS Devon	-
Fifty bed extra-care	To meet the growth	Necessary	£6-8m	DCC	2011-21	DCC	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
scheme	and ageing demographic profile of the local population.	(3)		Homes and Communities Agency (HCA) NHS Devon			
Landscape and Open Space							
Sports. On site provision or financial contribution to increase capacity off site. Key sites for increased capacity: <ul style="list-style-type: none"> Borough Park KEVICC Dartington 	To meet needs arising from new development	Necessary (3)	1.06 ha. on site or £547,400 financial contribution. 0.65 ha. on site or £335,580 financial contribution	Developer land or financial contribution	2011-16 2016-26	To be agreed	-
Play facilities. On site provision or financial contribution to increase capacity off site	To meet needs arising from new development	Necessary (3)	0.64 ha. on site or £349,600 financial contribution.	Developer land or financial contribution	2011-16 2016-26	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
			0.4 ha. on site or £214,320 financial contribution				
Other Public Space. On site provision or financial contribution to increase capacity off site	To meet needs arising from new development	Necessary (3)	1.36 ha. on site or negotiated contribution. 0.86 ha. on site or negotiated contribution	Developer land or financial contribution	2011-16 2016-26	To be agreed	-
Rejuvenation of key parks and public open space	Limitations on quality and accessibility	Necessary (3)	Part of £1.9m capital programme	SHDC capital programme	-2011	Public Authorities	-
Transport							
A385 Corridor Management	A385 Corridor Management	Critical (1)	Not yet known	DCC Developer contributions	2011-16	DCC	-
Provision of Park and	Modal shift	Critical (1)	c. £50,000 -	DCC	2011-16	DCC	Park and

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Change sites on outskirts of Totnes			£500,000 for each site	Developer contributions		SHDC	change operates in association with public bus services
Enhanced pedestrian, cycle and public transport linkages around the town, particularly across and along River Dart	To improve sustainable travel connectivity	Critical (1)	Not yet known	DCC SHDC Developer contributions	2011-16	DCC SHDC	-
Waste							
Provision of new waste recycling depot (site of 1ha. required)	Limited capacity of existing site	Necessary (3)	£1.5-2m	DCC Developer contributions	2021-26	DCC	-

Priority*:- critical (to deliver the vision and objectives) (1) / essential (to deliver the development) (2) / necessary (to meet the needs) (3) / desirable (to respond to aspirations) (4)

Rural Areas

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Modbury							
Additional Public space Parks – 0.06ha Amenity – 0.09ha Civic – 0.003ha Allotment – 0.02ha	To meet needs arising from new development	Necessary (3)	On site provision	Develop land contribution	2011-16	To be agreed	-
Outdoor sports facilities. 0.132 ha on-site provision or financial contribution to increase off site capacity. Key site	To meet needs arising from new development	Essential (2)	On-site provision or £68,425	Developer contributions	2011-16	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
• Rec. Ground							
Play facilities 0.08 ha equipped on-site provision or financial contribution to increase off site capacity	To meet needs arising from new development	Essential (2)	Equipped on-site provision or £43,700	Developer contributions	2011-16	To be agreed	-
Town square	Community aspiration	Desirable (4)	Not yet known	Grant sources South Devon Coastal Local Action Group Developer land and/or financial contributions	2011-26	Local community groups Public authorities	Funding secured for feasibility study
Salcombe							
Additional Public space Parks – 0.06ha Amenity – 0.09ha Civic -0.003ha	To meet needs arising from new development	Necessary (3)	On site provision	Develop land contribution	2011-16	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Allotment – 0.02ha							
Outdoor sports facilities. 0.132 ha on-site provision or financial contribution to increase off site capacity. Key sites for increased capacity • The Berry • M'borough	To meet needs arising from new development	Essential (2)	On-site provision or £68,425	Developer contributions	2011-16	To be agreed	-
Play facilities 0.08 ha equipped on-site provision or financial contribution to increase off site	To meet needs arising from new development	Essential (2)	Equipped on-site provision or £43,700	Developer contributions	2011-16	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
capacity							
Stokenham/Chillington							
Additional Public space Parks – 0.06ha Amenity – 0.09ha Civic -0.003ha Allotment – 0.02ha	To meet needs arising from new development	Necessary (3)	On site provision	Developer land contribution	2011-16	To be agreed	-
Outdoor sports facilities. 0.132 ha on-site provision or financial contribution to increase off site capacity Key sites	To meet needs arising from new development	Essential (2)	On-site provision or £68,425	Developer contributions	2011-16	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
<ul style="list-style-type: none"> • Tan Pits • Beesands • K'gsbridge 							
Play facilities 0.08 ha equipped on-site provision or financial contribution to increase off site capacity	To meet needs arising from new development	Essential (2)	Equipped on-site provision or £43,700	Developer contributions	2011-16	To be agreed	-
Village hall	Community aspiration	Desirable (4)	Not yet known	Grant sources Developer land and/or financial contributions	2011-26	Local community groups Public authorities	-
Yealmpton							
Additional Public space Parks – 0.06ha	To meet needs arising from new development	Necessary (3)	On site provision	Developer land contribution	2011-16	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Amenity – 0.09ha Civic -0.003ha Allotment – 0.02ha							
Outdoor sports facilities. 0.132 ha on-site provision or financial contribution to increase off site capacity Key sites for increased capacity • Rec Ground	To meet needs arising from new development	Essential (2)	On-site provision or £68,425	Developer contributions	2011-16	To be agreed	-
Play facilities 0.08 ha equipped on-site provision or financial contribution to	To meet needs arising from new development	Essential (2)	Equipped on-site provision or £43,700	Developer contributions	2011-16	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
increase off site capacity							
Blackawton							
Site to enable relocation of Primary School	To increase capacity and provide more up to date teaching facilities	Desirable (4)	£6.5m	DCC Developer contributions	2011-26	DCC	Free serviced land (site area not yet known)
Loddiswell							
Site to enable relocation of Primary School	To increase capacity and provide more up to date teaching facilities	Desirable (4)	£6.5m	DCC Developer contributions	2011-26	DCC	Free serviced land (site area not yet known)
Rural Areas							
Water supply / sewage treatment	To meet needs arising from new development	Essential (2)	Not yet known	South West Water Developer contributions	2011-26	South West Water	In many villages localised improvements to water distribution mains and sewerage networks may be necessary
Bidwell Brook School.	To provide enhanced facilities for pupils	Necessary (3)	£2.2m	BSF Developer	2022-26	DCC	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
Expansion and remodelling	with special requirements and accommodate pupils from new development across the district			contributions			
Enhanced mobile library provision	To increase access to and use of library services in the rural hinterland	Necessary (3)		DCC	2011-26	DCC	-
Additional Public space Parks – 0.49ha Amenity – 0.72ha Civic -0.028ha Allotment – 0.14ha	To meet needs arising from new development	Necessary (3)	On site provision	Developer land contribution	2011-16	To be agreed	-
Outdoor sports facilities. 0.1.06 ha on-site provision or	To meet needs arising from new development	Essential (2)	On-site provision or £547,400	Developer contributions	2011-16	To be agreed	-

What	Why	Priority*	Cost	Funding sources and commitments	Phasing	Responsibility	Comments
financial contribution to increase off site capacity							
Play facilities 0.64 ha equipped on-site provision or financial contribution to increase off site capacity	To meet needs arising from new development	Essential (2)	Equipped on-site provision or £349,000	Developer contributions	2011-16	To be agreed	-
Ring and Ride services	To meet wider community needs, including those arising from new development	Necessary (3)	Not yet known	Community transport providers DCC Developer contributions	2011-16	DCC	-
Provision of Car Clubs		Essential (2)				Community transport services	-
Wheels to work scheme		Necessary (3)				Car club operators Developers	-

Priority*:- critical (to deliver the vision and objectives) (1) / essential (to deliver the development) (2) / necessary (to meet the needs) (3) / desirable (to respond to aspirations) (4)

