

**Wednesday 27<sup>th</sup> May 2015 at 6.30pm**  
**Venue: Ivybridge Town Hall**

Apologies were received from Steve Hitch (Chairman) so Cllr Mrs Pringle took the chair.

She welcomed all to the meeting and asked people to introduce themselves. In attendance were Cllr Croad, Cllr Saltern, Cllr Khong, Cllr Mrs Cuthbert, Cllr Hosking, Cllr Holway, Cllr Hannah Whiting, Lee Rider, Martin Sibley, Bridget Green (SHDC), Lee Bray (Neighbourhood Plan consultant) and Lesley Hughes (Ivybridge TC).

Lee Bray gave a presentation (slides dated 27<sup>th</sup> May) which gave a reminder of the plan process and the policies which were emerging following the consultations and Focus Group discussions.

A detailed discussion of the eight policies ensued with the key points being:

**Policy INP1: Town Centre Regeneration**

Clause (b) was considered to be quite negative and (a) could be readily adapted to reflect a positive approach to the retail health of the town.

The need to be realistic about what “will” and “should” be provided were discussed as it was important to reflect the aspirations of the Focus Groups and Town Team proposals, but equally to not be too prescriptive as much of the land was in private ownership and its development would be the subject of commercial considerations, framed within the planning policy.

**Policy INP2: Town Centre Land East of the River Erme**

The Retail and Leisure Strategy highlighted that restaurants were needed so the policy needed to be amended to reflect this research, alongside the proposals developed by the Town Team for improved leisure and hotel accommodation on the site.

It was recognised that the Leisure Centre site, riverside area and associated car parks were in the ownership of South Hams District Council and that they were currently exploring ideas for the wider landholding as part of the review of Leisure Centres. The District Council were due to test the market and seek options for development and the policy INP2 was important in trying to achieve the links to healthy and sustainable lifestyles which was anticipated in the Vision.

The relationship between the land east of the river and Glanvilles Mill was important but the delivery of new bridges might not be achievable so the access to the river should refer to including new and/or improved bridges.

**Policies INP3 and INP4: Glanvilles Mill and North of Fore Street**

Both areas would benefit from enhancement and redevelopment but the emphasis needed to be on a high design standard, with predominantly retail uses at ground floor level and on all primary shopping frontages. The pressures being faced from a number of directions including out of town areas such as Endsleigh and Tesco, plus internet and the recent announcement of the closure of the Nat West Bank could result in a downsizing of the retail frontages in the town, but as retail nationally was going through a massive period of change it was hard to predict what could be a focus in the town centre by 2030 so the

purpose was to ensure that Ivybridge still retained its services and complementary shopping (as described in more detail in the supporting text at paragraph 2.9). It was agreed that naming individual sites was not helpful so the reference to Ivybridge Motors site, which had been included in the SHDC adopted Local Plan, would be omitted.

### **Policy INP5: Health, sports and leisure facilities**

As this was at the heart of the vision it was vital to get this policy right. The pitch sports mentioned needed to be extended and there was some discussion about which ones to include, but emphasising the importance of stating the need for the 25m swimming pool, as this was supported by various swim studies over the years.

It wasn't just junior football that was needed but for all ages and rather than list all sports it would be widened to reflect a need for sport of all kinds. The Sports Group had been looking not only at outdoor sports but indoor facilities too.

Including reference to the creative arts in this section and broadening it out to include community facilities would ensure that the Focus Group points, were incorporated.

### **Policy INP6: Housing and Employment**

The discussion on the housing and affordability topic included reference to the need for evidence if there were to be a statement which was at variance to the SHDC policy. No study on housing had been done for the Neighbourhood Plan as there were two major housing developments at planning currently for over 400 homes and other sites with over 150 homes were likely to be submitted soon so the reality was that most housing developments in future would be infill, even with the extended boundaries for Ivybridge.

The policy therefore needed to consider the type of homes that smaller sites could deliver and what the expectations of those should be.

However the emphasis on the Western Road air quality position had to be referenced as the bulk of the new housing development was going to require all traffic to continue to use Western Road where the air quality had been deteriorating again in recent studies. It was one of the few areas where SHDC had an identified air quality issue and the Steering Group had been struggling to try and find alternative routes for traffic, based on the proposals from the Princes Foundation report, but as these were outside the Neighbourhood Plan boundaries (in Ugborough Parish) then routes of any new roads could not be included as policy. It was believed that a Travel Plan should be part of any solution.

The next policy INP7 dealt with the highway issues and air quality.

### **Policy INP7: Traffic and movement**

All agreed with this ambition as there seemed to be no evidence currently of any traffic and transport studies being done, including the A38 junction capacity at Ivybridge. If a second junction off the A38 were ever to be provided (and it was accepted that this was extremely unlikely in view of the comments from the Highways Agency) then a study would be essential and at least improvements to the existing junction (as was happening at Plympton) might be required.

Whilst the anticipated date of 2021 could be seen as ambitious it was considered important to have a realistic date as the development of houses would by then place huge pressures on the highways infrastructure at Ivybridge if a study with some ameliorating recommendations were not undertaken and actioned.

### **Policy INP8: Community infrastructure and facilities**

As drafted this policy seemed to be an amalgam of others yet issues relating to heritage and the natural environment were not reflected, despite these being raised by respondents.

It was agreed that Lee would draft a new policy 8 on historic and natural assets, which would accord with views expressed by the Steering Group, Focus Groups and the community. Some supporting text to explain the policy would also be added.

### **Consultation and community engagement**

Lee Bray explained that he had contacted SHDC Design team and that they could offer a design service for Neighbourhood Planning and it would be cost effective as they had many of the relevant plans and were experienced in undertaking this role for the Local Plan process. Bridget Green endorsed the comment. A meeting was therefore being held at SHDC the following week to arrange for display material for the consultation at the Lions Funday on 4<sup>th</sup> July and for the start of a longer display at The Watermark. SG members also wanted to ensure that other venues were included to ensure that all age groups could be aware of the plan and suggested schools, shops and medical centres.

Feedback forms on the draft policies would be needed as well as wider publicity. Lee Rider and Hannah Whiting asked about social media and surveymonkey as well as other digital forms of communication to potentially reach a wider audience. They were asked to explore what could be done, including the possibility of a dedicated Facebook page. Anyone else keen to participate in getting the word out was welcome to be involved.

Once feedback had been received from the community then the Steering Group would need to meet again and consider if the responses required changes to the plan before its submission to South Hams District Council.

Cllr Mrs Pringle thanked all for their positive contributions and all agreed that it had been a helpful session and that the amendments proposed during the discussion had reflected the wishes of the Steering Group and the wider feedback received.

The meeting closed at 8.25pm.