



# Fremington and Yelland Area Study

Core Strategy Evidence

October 2011



<b>Contents</b>	<b>Page</b>
<b>1 Introduction</b>	<b>4</b>
<b>2 Overview</b>	<b>4</b>
2.3 Population	4
2.4 Income	6
2.5 Benefits	7
2.6 Employment	7
2.7 Unemployment	9
2.8 House Prices	9
2.9 Housing Supply	10
2.10 Deprivation	11
2.11 Health	12
2.12 Primary and Secondary Schools	12
2.13 Environment	13
2.14 Open Space	14
2.15 Heritage	14
2.16 Landscape	15
2.17 Community Facilities	16
2.18 Transport	16
2.19 Tourism	17
2.20 Summary of Issues	17
<b>3 Major Planning Applications</b>	<b>18</b>
<b>4 Size, Land Use and Character</b>	<b>18</b>
<b>5 Constraints</b>	<b>18</b>
5.1 Flooding	18
5.2 Topography	19
5.3 Landscape	19
5.4 Biodiversity	19
<b>6 Relationship to Other Centres</b>	<b>19</b>
<b>7 Community</b>	<b>20</b>
7.1 Fremington Parish Plan – 2005	20
7.2 North Devon & Torridge Local Strategic Partnership (January 2010)	23

<b>8</b>	<b>Vision</b>	<b>23</b>
8.1	Joint North Devon & Torridge Core Strategy	23
8.2	Fremington Parish Plan	23
<b>9</b>	<b>Key Land Uses</b>	<b>24</b>
9.1	Housing	24
9.2	Employment	25
9.3	Retail	26
9.4	Community	26
9.5	Physical Infrastructure	26
9.6	Transport	27
<b>10</b>	<b>Potential for Growth</b>	<b>27</b>
10.1	South east of Fremington – Option 1	28
10.2	South of Allensstyle, Yelland – Option 2	29
10.3	West of Lagoon View, Yelland – Option 3	29
10.4	North of B3233, Yelland – Option 4	29
10.5	West of Former Army Camp – Option 5	30
10.6	Land within the Village – Option 6	30
<b>11</b>	<b>Key Issues</b>	<b>30</b>
12.2	Regeneration of Key Sites	31
12.3	Diversifying Employment Opportunities	31
12.4	Enhancing Community Identity and Delivering Social Infrastructure to Meet Community Needs	32
12.5	Delivering Opportunities for Sustainable Travel	32
<b>12</b>	<b>Conclusion</b>	<b>33</b>
<b>13</b>	<b>What Happens Next?</b>	<b>33</b>
<b>Tables</b>		
	Table 1: Population	6
	Table 2: Average Incomes	6
	Table 3: Benefits	7
	Table 4: Employment Sectors	8
	Table 5: Unemployment Claimants	9
	Table 6: Average House Prices by Type	9
	Table 7: Housing Supply	11
	Table 8: Life Expectancy	12

## North Devon and Torridge Core Strategy – Fremington Village Study

Table 9: School Numbers	13
Table 10: Open Space	14
Table 11: Landscape Character Types	15
Table 12: Community Facilities	16
Table 13: Tourist Accommodation	17
Table 14: Summary of Issues	17
Table 15: Major Planning Permissions	18
Table 16: Commuting Patterns	20
Table 17: Summary of the Fremington Strategic Plan	20
Table 18: Summary of Local Strategic Partnership Event	23
Table 19: Housing Requirements 2006 – 2026	24
Table 20: Fremington Employment Land Provision	25

### **Figures**

Figure 1: Annual Housing Completions in Fremington and Yelland	10
Figure 2: Cumulative constraints around Fremington and Yelland	28

### **Appendices**

Map 1: Existing Land Uses
Map 2: Constraints and Growth Options

## **1. Introduction**

- 1.1 This Village Study brings together a wide range of existing information, evidence and statistics relevant to Fremington and Yelland in order to identify the issues and opportunities facing the villages over the next 20 years. It will help to inform the vision, strategy and proposals for the village that will be incorporated within the Joint North Devon and Torridge Core Strategy being prepared for the period up to 2031.
- 1.2 The purpose of this document is to provide an overview of the key characteristics of the settlements of Fremington and Yelland, whilst at the same time analysing key issues, opportunities and constraints, informing the growth strategy for these settlements and creating an understanding of what needs further investigation. This information will also be used for further community engagement, as part of the Joint North Devon and Torridge Core Strategy.
- 1.3 Where available, information has been obtained for the Fremington ward rather than the whole of Fremington parish. Information relating to any alternative boundaries is identified in the text. The Bickington and Roundswell ward within Fremington parish is considered within the Barnstaple town study.

## **2. Overview**

- 2.1 Fremington and Yelland form a long linear settlement about 3.5 kilometres (2.2 miles) in length along the B3233 between Barnstaple and Bideford to the south of the Taw estuary. The eastern edge of Fremington is located only 0.5 kilometres (0.3 miles) east of Bickington and about 4 kilometres (2.5 miles) east of Barnstaple town centre. The western edge of Yelland is about 1.5 kilometres (1 mile) north east of Instow and about 6.5 kilometres (4 miles) north east of Bideford town centre.
- 2.2 Fremington and Yelland are predominantly sub-urban in character, both have expanded over recent years. Fremington has a range of community facilities although relatively few are available in Yelland. However, a wide range of services, facilities and employment opportunities are available in Barnstaple and Bideford accessible by regular public transport links.
- 2.3 Population – *‘increasing more quickly than other North Devon towns’***
  - 2.3.1 Fremington and Yelland have grown over the last ten years. The population has increased by about 4.7% over the period 2001 to 2010, providing an annualised increase of approximately 20 people per year. Prior to 2001, Fremington and Yelland did not form a separate ward so only Parish wide population figures are available for the period between 1991 and 2001. Whilst there was substantial growth (29%) over this period within Fremington parish, most of it occurred in Roundswell.

- 2.3.2 From 2001 to 2010 the population of Fremington and Yelland increased by 183 people. The 4.7% rate of population increase in the settlement was lower than that experienced across other North Devon towns (Barnstaple, Braunton, Ilfracombe, South Molton), but higher than across the district as a whole and across Devon. The variance in population growth across the geographic areas is shown in Table 1.
- 2.3.3 Age distribution within the Fremington and Yelland population is substantially older than across the wider area (see Table 1). The overall proportion of the village's population aged 0-59 years is generally lower than for the District and Devon, with a much higher proportion of the population aged over 60 years. The high proportion of the population in the older age brackets is likely to have implications for care and service delivery during the Plan period.
- 2.3.4 The Strategic Housing Market Assessment for the Northern Peninsula (2008) indicated net in-migration of 4,400 people to North Devon between 2001 and 2006, with the largest gains for the 45 to 64 years age bracket. Other large gains aged 25 to 44 years and 0 to 15 years are indicative of inward movement of families. Overall in-migration indicates equity-cushioned older pre-pensioner households and households with dependent children, especially from London, the South East and the West Midlands. In the reverse direction, there is a steady loss of younger and more independent households, the reasons for which remain largely speculative, but which will include a combination of movement for education, employment and access to affordable housing.
- 2.3.5 The increasing age of the area's population is reflective of a national trend. In 2008, 16% of the population of England was estimated to be aged 65 and over, with the South West region estimated to have the highest percentage of older persons (19%). By 2033<sup>1</sup>, over a quarter of the population of the South West is projected to be aged 65 and over, a level already reached in Fremington and Yelland and being approached across North Devon.

---

<sup>1</sup> Sub national Population Projections, ONS (May 2010):

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/subnationalpopulationprojectionsforengland/2012-03-21/pdf>

Table 1: Population

2001	3,909	52,169	89,097	1,136,500
2010	4,092	54,705	92,894	1,179,354
Change	183	2,536	3,797	42,854
% change	4.7%	4.9%	4.3%	3.7%
0 -19	18.6%	23.6%	22.6%	21.5%
20-39	14.7%	21.2%	19.4%	23.9%
40-59	26.3%	26.9%	27.6%	27.2%
60-79	31.0%	21.9%	24.0%	21.4%
80+	9.3%	6.3%	6.4%	6.0%

Source: 2001 Census, FSHA data and Devon County Town Profiles<sup>3</sup>

## 2.4 Income – ‘comparable to the average for North Devon’

2.4.1 Median household income in North Devon of £24,970 (2008) is the second lowest for any district in Devon (after Torridge district). The North Devon median household income is £1,142 (7.5%) below the Devon average. Fremington ward average household income is £24,204, approximately 3% below the district average figure (Table 2).

Table 2: Average Incomes

North Devon	42,770	£24,970
Devon County (excluding Plymouth and Torbay)	331,804	£26,112
Fremington & Yelland	1,791	£24,204

Source: CACI and Paycheck data provided by CACI (2008)

<sup>2</sup> Including the parts of North Devon within Exmoor National Park

<sup>3</sup> Devon County Council Devon Facts and Figures: <https://www.devon.gov.uk/factsandfigures/>

## 2.5 Benefits – ‘a low level of dependency on benefits’

2.5.1 The types and levels of benefits identified in Table 3 indicate a very low dependency on benefits for Fremington parish as a whole compared to North Devon, Devon and national figures. Fremington is below local and national averages for all these types of benefits. The lower level of over 60’s and over 65’s claiming benefit is despite a much more elderly population profile in Fremington and Yelland than across the whole of North Devon and Devon (Table 1).

Table 3: Benefits

	<b>Fremington Parish</b>	<b>North Devon</b>	<b>Devon</b>	<b>National</b>
16 – 59 year olds claiming income support	3.5%	4.5%	3.9%	5.6%
16 – 64 year olds claiming job seekers allowance	1.7%	2.1%	2.0%	3.7%
Total population claiming disability living allowance	4.1%	4.3%	4.2%	5.2%
65 and older claiming attendance allowance	16.3%	17.3%	17.3%	18.2%
60 and older claiming pension credit	14.2%	17.7%	15.3%	20.6%

Source: Devon Town Profiles 2010 – Depart for Work & Pensions

## 2.6 Employment – ‘employment in retail, construction, healthcare and social work are more significant than across the rest of North Devon’

2.6.1 A large percentage of the work force from Fremington parish is involved in wholesale and retail trade (31.7%), well above the equivalent figures for North Devon (19.9%) and Devon (18.2%). There is also a relatively high proportion employed in health and social work (22.0%) and construction (7.8%), both well above district and county averages.

2.6.2 In contrast, Fremington parish has a much lower proportion of its workforce involved in agriculture (0.2%), transport (2.5%), financial services (0%), real estate and business (6.3%), education (5.6%) and public administration (0.4%), which are all well below the equivalent figures for North Devon, Devon and nationally as set out in Table 4.

Table 4: Employment Sectors

Agriculture & forestry	0.2%	1.9%	2.2%	1.0%
Fishing	0.0%	0.1%	0.1%	0.0%
Mining & quarrying	0.0%	0.1%	0.2%	0.2%
Manufacturing	9.9%	13.9%	9.6%	10.2%
Gas & water	0.0%	0.3%	0.8%	0.4%
Construction	7.8%	4.6%	5.7%	4.8%
Wholesale & retail trade	31.7%	19.9%	18.2%	16.6%
Hotels & restaurants	10.7%	12.8%	8.9%	6.8%
Transport, storage & communication	2.5%	3.4%	6.0%	5.8%
Financial services	0.0%	0.9%	1.6%	4.0%
Real estate & business activities	6.3%	9.7%	12.4%	18.0%
Public administration & defence	0.4%	4.9%	6.4%	5.4%
Education	5.6%	9.9%	9.4%	9.3%
Health & social work	22.0%	13.7%	13.4%	12.3%
Other community services	2.8%	3.9%	5.0%	5.3%

Source: Devon Town Profiles 2010 – Office for National Statistics

## 2.7 Unemployment – ‘lower compared to rest of North Devon’

2.7.1 In 2011, unemployment for Fremington and Yelland ward as a percentage of the work force is well below that of the District and County (Table 5).

Table 5: Unemployment Claimants

	Fremington and Yelland ward			District			Devon		
	2001	2006	2011	2001	2006	2011	2001	2006	2011
Number unemployed	n/a	28	41	1,635	1,075	1,305	8,581	6,138	10,159
% of working age (16 – 64) population	n/a	1.3%	1.8%	3.1%	1.9%	2.4%	2%	1.4%	2.2%

Source: NOMIS: Official labour market statistics (February 2011)

## 2.8 House Prices – ‘lower than average across North Devon’

2.8.1 All types of average house prices for Fremington Parish as a whole are substantially below those for North Devon and Devon, apart from terraced houses, which are between the district and county average (Table 6). Average prices for flats are almost half of those elsewhere in the district. The Strategic Housing Market Assessment for the Northern Peninsula<sup>4</sup> identifies Fremington within the Tav and Torridge Town and Rural Fringe sub-market area, an area served by and with good accessibility to the main residential centres of Barnstaple and Bideford.

Table 6: Average House Prices by Type

2008 average prices (£)	Parish		Devon
Overall	189,913	209,460	223,636
Detached	217,313	285,301	310,899
Semi-detached	171,854	187,493	197,547
Terrace	167,514	158,442	172,313
Flat / maisonette	80,250	164,651	160,202

Source: Devon Town Profiles 2010 – Land Registry

<sup>4</sup>[http://www.northdevon.gov.uk/index/igcl\\_environment/igcl\\_planning/nonigcl\\_planning\\_policy.htm](http://www.northdevon.gov.uk/index/igcl_environment/igcl_planning/nonigcl_planning_policy.htm)

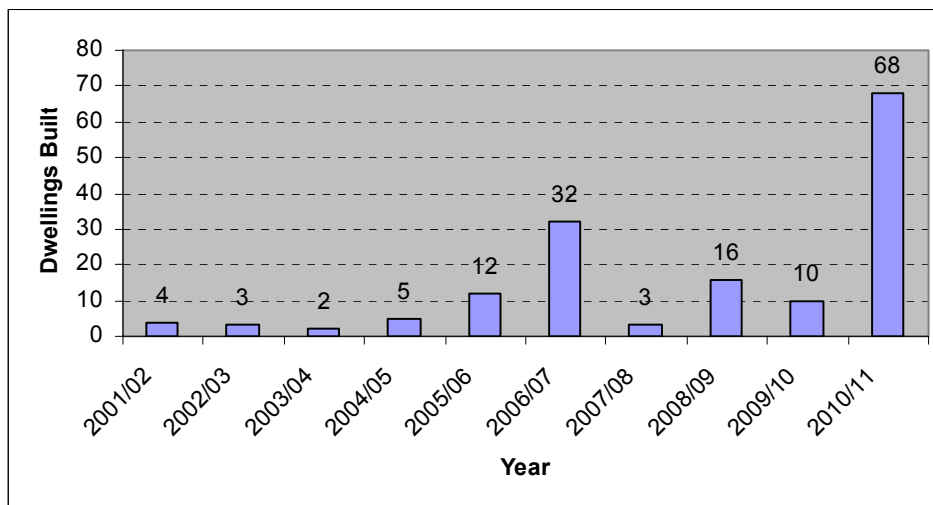
2.8.2 In 2008 the average property price in Fremington was £189,913, which was below the North Devon average price (£209,460) by about 9%.

2.8.3 North Devon is one of the least affordable areas to buy housing in the South West. 'Home Truths' (2011) prepared by the National Housing Federation shows a ratio of mean house prices to median income<sup>5</sup> of 14.8, the fourth highest for any District in the South West region. Whilst other districts have higher house prices, North Devon has one of the lowest average incomes in the country (see section 2.4). This affordability ratio exceeds those for the South West region (11.6) and England (11.2).

## 2.9 Housing Supply – '*substantial supply of housing land available*'

2.9.1 A total of 155 dwellings were completed in Fremington and Yelland (Fremington ward) for the period 2001 to 2011, and 285 for the period 1995 to 2011. From Figure 3 it is clear that there were spikes in housing provision in 2006/2007 and 2010/11, which relate to completion of Griggs Gardens and Sampson's Plantation developments respectively. The high figure for 2010/11 contrasts with a reduction in new homes delivered elsewhere as a result of the current recession.

Figure 1: Annual Housing Completions



Source: NDC Annual Housing Monitoring

2.9.2 Table 7 provides a summary of housing supply for Fremington and Yelland on 31<sup>st</sup> March 2011. The number of dwellings under construction is relatively high, although the majority of these relate to the final phase of Sampson's Plantation, much of which has already been completed. The only allocated site without planning permission is at the former Army Camp where pre-application proposals are being discussed.

<sup>5</sup> Annual Survey of Hours and Earnings 2010

Table 7: Housing Supply

Units Under Construction	51
Units on Sites Subject to Implementation	1
Unimplemented Planning Permissions on sites of 1 – 9 dwellings	10
Unimplemented Planning Permissions on sites of 10+ dwellings	0
Units on sites approved subject to s106 agreement	4
Units on sites Allocated Without Consent	275
<b>TOTAL</b>	<b>341</b>

Source: NDC Annual Housing Monitoring

2.9.3 In 2001, the majority (approximately 85%) of existing dwellings in North Devon were houses or bungalows, with 14% flats (either purpose built or converted). Within Fremington parish, there were approximately 97.0% houses and 2.3% flats, the remainder being mobile homes. The proportion of flats has increased over the last decade as a result of pressures to reuse existing building stock and to maximise density of new development. The 2009 House Condition Survey indicates a North Devon figure of 16.5% flats.

## 2.10 Deprivation – ‘low levels of deprivation for most measures’

2.10.1 North Devon is ranked 146<sup>th</sup> from 326 Local Authorities in the English Indices of Deprivation (2010). At a local level North Devon is the second most deprived district area in Devon, narrowly better than Exeter City. Deprivation issues in North Devon relate to the barriers to presence of skills and training and the quality of the living environment (immediate home surroundings). With these measures of deprivation<sup>6</sup> the urban parts of the district generally experience higher than average levels of deprivation, whereas the rural areas score above average for most indicators. The exception is barriers to housing and services (physical and financial accessibility of housing and key local services) where urban areas score above average and rural areas generally score below average.

2.10.2 Indices of deprivation for Fremington and Yelland<sup>7</sup> indicate minor levels of deprivation. Across Fremington ward, there is below average deprivation in respect of: employment, income, health and disability, skills and training. It performs top quartile for crime scores according to recorded low crime rates, for living environment scores and for barriers to housing and services (physical and financial accessibility of housing and key local services).

<sup>6</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6871/1871208.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/6871/1871208.pdf)

<sup>7</sup> <https://www.gov.uk/government/organisations/ministry-of-housing-communities-and-local-government>

**2.11 Health – ‘lower incidence of long term illness despite an aged population profile’**

- 2.11.1 In 2001 90.7% of residents in Fremington parish surveyed said they were in good or fairly good health, slightly below figures of 91.2% for the District and 91.4% for Devon (Barnstaple Devon Town Baseline Profile May 2006, extracted from Census). Approximately 18.4% of residents surveyed in the 2001 census said they had a limiting long-term illness compared to 18.7% for the District and 19% for Devon. This is despite a much more elderly population profile in Fremington and Yelland than across the whole of North Devon and Devon (Table 1).
- 2.11.2 Life expectancy in Fremington parish is slightly below average for the district and Devon as a whole. In comparison, the highest life expectancy in Devon is at Ottery St. Mary (83.6 years), almost 4 years longer than that in Fremington. Overall life expectancy is also slightly lower than the national average.

Table 8: Life Expectancy

Fremington	82.2	77.5	79.8
North Devon	82.5	77.8	80.2
Devon	83.0	78.9	81.0
United Kingdom	82.0	77.9	80.0

Source: <http://www.infopoint.devonpct.nhs.uk> ONS & Devon County Council

**2.12 Primary and Secondary Schools – ‘limited capacity for any future growth’**

- 2.12.1 There is only one school in Fremington and Yelland, which has some spare capacity. However, the school also accommodates some pupils from Barnstaple (primarily Bickington and Roundswell), and some pupils within Yelland will go to Instow Primary School where there is no spare capacity. Future capacity of these schools will need to be considered alongside any potential growth and new schools to be provided on the western side of Barnstaple. These figures do not include pupils enrolled in pre-school and nursery schools.
- 2.12.2 Fremington and part of Yelland are in the catchment for Pilton Community College in Barnstaple, whereas the western part of Yelland is served by Bideford College. Both Colleges have some spare capacity, but this is likely to be inadequate when considered in the context of overall growth in Barnstaple and Bideford respectively.

Table 9: School Numbers

	Capacity	2009 Enrolled	2010 Enrolled	2011 Enrolled
Fremington Community, Primary and Nursery School, Beechfield Road	315	263	272	263
Instow Community Primary School	140	142	138	139
Pilton Community College, Chaddiford Lane, Barnstaple	1412	1344	1299	1278
Bideford College, Abbotsham Road	1744	1628	1610	Not Available

Source: <https://www.gov.uk/school-performance-tables> & Devon County Council

### 2.13 Environment – ‘high quality natural environment around the village’

- 2.13.1 North Devon District forms part of the world class North Devon Biosphere Reserve designated by UNESCO (United Nations Educational, Scientific and Cultural Organisation), with Fremington and Yelland located in the Transition Zone. The Taw-Torridge estuary forms part of the Buffer Zone surrounding the Core Area at Braunton Burrows. There is one Local Nature Reserve at Fremington in 2 separate parts, one at Fremington Pill (4.5 hectares) and the other at Mill Leat (2.9 hectares). Their combined area of approximately 7.4 hectares equates to 1.8 hectares /1000 population, which exceeds Natural England’s Accessible Natural Greenspace (ANGSt) Standard of 1 hectare/1000 population.
- 2.13.2 In addition to this Local Nature Reserve, Home Farm Marsh is a nature reserve managed by the Gaia Trust between the estuary and the Tarka Trail. Isley Marsh is a RSPB reserve within the Taw estuary. The Taw-Torridge estuary is also proposed as a Marine Conservation Zone.
- 2.13.3 There are Sites of Special Scientific Interest covering the Taw-Torridge estuary and at Fremington Quay Cliffs. There are a number of County Wildlife Sites around Fremington including Brake Plantation, Saltpill Duckpond, Fremington Pill and Mill Leat (the latter two also being Local Nature Reserves).
- 2.13.4 The main areas of ecological interest are along the Taw estuary, the Pill and Mill Leat including pockets of saltmarsh. The farmland to the north of the village is important in providing a buffer between them and the sensitive estuarine environment. Land north of the B3233 are included within the Coastal and Floodplain Grazing Marsh Strategic Nature Area as one of the best places in the South West for major habitat expansion for priority habitats.

## 2.14 Open Space – ‘deficiencies in most types of open space for leisure’

2.14.1 Whilst there is attractive, open countryside around the village, Fremington and Yelland have significant under-provision for most types of open space. There is a particular shortfall of sports pitches and equipped play areas, including facilities for young people. A multi-use games area has recently been proposed which would satisfy some of this need, although a suitable site has yet to be identified. Whilst there is no community park, the Local Nature Reserve, Griggs Field and access to the Tarka Trail provide strategic open spaces (Table 10).

Table 10: Open Space

	Number	Hectares	Deficiency
Informal Open Space	2	5.7	Yes
Equipped Play Areas	2	0.1	Yes
Sports Pitches	1	0.8	Yes
Allotments	1	0.9	No
Cemeteries / Churchyards	2	0.8	No
Community Parks	0	0	Yes
<b>Total</b>	<b>8</b>	<b>8.3</b>	

Source: North Devon Open Space Strategy

## 2.15 Heritage – ‘high quality protected historic environment’

2.15.1 There are 32 listed buildings in Fremington and Yelland, of which 3 are Grade II\*: the Manor, Manor garden gazebo and the Parish Church. Many of the listed buildings are domestic, with a number of listed farm houses and related farm buildings. Most of the listed buildings are located within the designated Fremington conservation area, which covers 24 hectares in the village centre. A separate Fremington Quay conservation area covering 10.4 hectares protects the industrial heritage along the Quay and Fishley Wharf.

2.15.2 There is one scheduled ancient monument in the Taw estuary, the double stone row at Isley Marsh, north of Lower Yelland Farm, which may mark an early crossing point of the river Taw.

**2.16 Landscape – ‘valley slope along the southern side of the Taw estuary’**

2.16.1 There are no designated landscapes around Fremington and Yelland although land west of Yelland falls within the Coastal Preservation Area. Nevertheless, the landscapes are attractive and contribute to the setting of the Taw estuary. The special landscapes around the village contribute to the overall strategy in the Joint Landscape Character Assessment for North Devon & Torridge (2010) of protecting the special character, views and habitats. The landscapes applicable to the area are summarised below.

Table 11: Landscape Character Types

	<b>Commentary</b>
3A Upper Farmed Wooded Valley Slopes	<p>The upper catchments of the main river valleys, comprising a gently rolling pastoral landscape of fields bounded by thick Devon hedges;</p> <p>Special qualities are open landscape with important uninterrupted vistas, species-rich hedgebanks, copses and little light pollution resulting in starlit skies;</p> <p>The overall strategy is to protect the landscape’s strong rural character and historic sense of place. The farmed landscape comprises a rich mosaic of fields bounded by an intact network of species-rich Devon hedges, with valued farmland and woodland habitats managed and extended.</p>
4A Estuaries	<p>The broad Taw-Torridge Estuary and its surrounding mudflats and marshes;</p> <p>Special qualities are an open feeling and expansive views, evidence of historic quays and importance for over-wintering birds;</p> <p>The overall strategy is to protect the open character and expansive views to and from the estuary, ensuring new development on its fringes is incorporated into its landscape setting and local communities are involved in planning for future landscape change as a result of sea level rise and changes in coastal erosion.</p>

Source: Joint Landscape Character Assessment for North Devon & Torridge (2010)

## 2.17 Community Facilities – ‘a limited range of community facilities’

2.17.1 Fremington and Yelland have a limited range of facilities (Table 12), although a much wider range of facilities are available in the main towns of Barnstaple and Bideford.

Table 12: Community Facilities

Facility	Number
Places of Worship	2
Community Hall	3
Dental Surgeries	1
Health Centre	1
Pharmacy	1
Primary School	1
Pharmacy	1
Post Office	2
Public Houses	2
Sport Fields	1
Supermarkets	2

Source: DCC, NDC & Fremington Parish Council

## 2.18 Transport – ‘good links to Barnstaple, Bideford and the South West Coast Path and cycle network’

2.18.1 Fremington and Yelland are served by regular bus services between Barnstaple and Bideford that operate frequent services including in the evenings and weekends. There is no train service to the area, although direct bus links to Barnstaple railway station are good, apart from early on Saturday mornings.

2.18.2 There are no regular links to Tiverton Parkway railway station from either Fremington or Barnstaple other than by the private car.

2.18.3 National Cycle Route 27 (Devon Coast to Coast) starts at Ilfracombe and crosses Devon to Plymouth via Barnstaple, Fremington and Bideford. The route past Fremington and Yelland coincides with the Tarka Trail and South West Coast Path along the disused railway between Barnstaple and Bideford. However, there are limited opportunities to access the Tarka Trail from the village.

2.18.4 The Devon and Torbay Local Transport Plan 3 (2010) makes no direct mention of Fremington and Yelland, although junction improvements along the A39 (including the Westleigh Junction) are identified as ‘targeted capital interventions’.

## 2.19 Tourism – ‘a relatively limited part of the village’s economy’

2.19.1 Table 13 provides a snap shot of available self-catering, bed and breakfast and hotel accommodation in Fremington and Yelland. There is relatively little tourism accommodation available within the village, although a wider variety is available in close proximity including at Barnstaple and Bideford.

2.19.2 Fremington Quay is an important visitor attraction along the Tarka Trail.

Table 13: Tourist Accommodation

Caravan & Camping	Self-Catering	Bed & Breakfast	Hotel
0	1	4	0

Source: NDC

## 2.20 Summary of Issues

Table 14: Summary of Issues

<b>Population</b>	Moderate population growth
	Average incomes
	Lower levels of dependency than District & Devon
<b>Employment</b>	Above average employment in wholesale and retail, health and social work and construction
<b>Unemployment</b>	Below unemployment levels of the District and Devon
<b>Crime</b>	Below average crime rates compared to the District and Devon
<b>House Prices</b>	Below average house prices
<b>Housing Supply</b>	Peaks of housing growth with limited potential housing supply
<b>Deprivation</b>	Low levels of deprivation compared to the District and Devon
<b>Health</b>	Residents are generally in good health slightly below the District average
<b>Schools</b>	Primary and Secondary Schools serving the village have limited spare capacity
<b>Community Facilities</b>	A range of facilities but health centre has limited spare capacity
<b>Transport</b>	Good public transport links to Barnstaple and Bideford
<b>Tourism</b>	A minor aspect of the settlement’s economy

### 3 Major Planning Applications

- 3.1 A summary of recently approved large-scale permissions is listed in Table 15 below. Both of these developments are currently under construction.

Table 15: Planning Permissions

	<b>Reference</b>		
2008 / 2007	45470 and 32989	The Scrapyard, Yelland Road	Erection of 86 dwellings with demolition of existing bungalow to allow access to Yelland Road
2009 / 2007	45567 and 32989	Land off Yelland Road, Fremington	Erection of 32 dwellings with demolition of existing bungalow to allow access to Yelland Road

### 4 Size, Land Use and Character

- 4.1 Fremington grew up around the Manor House and Church on the south of the Taw estuary with good road links to both Barnstaple and Bideford ports. From about 1850 Fremington Quay was established and the village became linked to the wider rail network along what is now the Tarka Trail. The centre of the village is dominated by a number of listed buildings in a designated conservation area.
- 4.2 Map 1 shows that Fremington and Yelland are well served by a regular bus route between Barnstaple and Bideford, with good opportunities for walking and cycling along the Tarka Trail. Residential uses are dominant in the village, creating a dormitory settlement for Barnstaple and Bideford where most major employment opportunities, services and facilities are available.

### 5 Constraints

#### 5.1 Flooding

- 5.1.1 Areas of Fremington and Yelland are at risk of flooding (Environment Agency Flood Zones 2 and 3) are mostly to the north of the villages (either side of the Tarka Trail south of the Taw estuary), and alongside Fremington Pill, Fremington Stream and Muddlebrook.
- 5.1.2 The Environment Agency's North Devon Catchment Flood Management Plan (2009) identifies Fremington and Yelland within the Barnstaple and Bideford sub-area, which is identified as an area of moderate to high flood risk where action to reduce flood risk can be taken.

## **5.2 Topography**

- 5.2.1 Fremington and Yelland are on land gently sloping up from the Taw estuary, with higher land up the sides of the river valley to the south.

## **5.3 Landscape**

- 5.3.1 As highlighted in section 2.16, there are no formal landscape designations, although the landscape provides an important contribution to the setting of the Taw estuary (see Map 2).

## **5.4 Biodiversity**

- 5.4.1 Section 2.13 identifies the ecological importance of the Taw-Torridge estuary as a buffer zone for the Biosphere Reserve and as a strategic component of the district's green infrastructure network. There are a number of Sites of Special Scientific Interest (SSSI) and County Wildlife Sites around Fremington and Yelland, where nature conservation needs to be maintained and enhanced.

## **6 Relationship to Other Centres**

- 6.1 Fremington provides local shopping, education, healthcare, and community facilities. For employment opportunities and higher order services including comparison shopping, leisure and further/higher education, residents will mainly travel to Barnstaple or Bideford. Bus services to both Barnstaple and Bideford are frequent and regular.
- 6.2 The B3233 forms a spine through Fremington and Yelland and provides the main road to Barnstaple and Bideford. Other destinations are accessible via the A39, accessed at Roundswell or Westleigh Junction.
- 6.3 Figures from the 2001 Census show commuting rates between the main towns of North Devon and Torridge. Over a quarter of the working population from Fremington Parish work within the parish, the majority of which is at Roundswell, with a further 47% commuting elsewhere within Barnstaple. There is 19.0% commuting outside the district, including 8.5% commuting to Bideford. Of the people working in Fremington Parish (including Roundswell), the majority (67%) also live there.

Table 16: Commuting Patterns

	<b>Where people living in Fremington Parish work</b>
Fremington parish (including Roundswell)	26.6%
Barnstaple (excluding Roundswell)	47.2%
South Molton	1.8%
Braunton (including Wrafton/Chivenor)	1.6%
Ilfacombe (including Mullacott)	1.0%
Rural North Devon	2.8%
Outside North Devon	19.0%

Source: 2001 Census

## 7 Community

### 7.1 Fremington Parish Plan 2005

A snap shot of key issues identified by the local community are summarised in Table 17.

Table 17: Summary of the updated Fremington Parish Plan

<b>Topic</b>	<b>Issues</b>
Household and Housing Need	<ul style="list-style-type: none"> <li>• Childcare provision now and in the future</li> <li>• Starter homes</li> <li>• Affordable housing for local young people</li> <li>• Sheltered housing for the elderly as the population grows older</li> <li>• Resistance to housing development</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Pedestrian safety</li> <li>• Cars parking on pavements</li> <li>• Lack of provision for people with mobility problems</li> <li>• Lack of pavements in specific areas (Old School Lane, Old Bideford Road and West Yelland)</li> <li>• Cedars Roundabout</li> <li>• Pedestrian crossing in Bickington</li> <li>• Tarka Trail and Fremington Quay</li> <li>• Car parking provision/policing at the North District District hospital and medical centre</li> <li>• Car parking around schools</li> <li>• Travel times</li> <li>• Affordability of local taxi service</li> </ul>

North Devon and Torridge Core Strategy – Fremington Village Study

	<ul style="list-style-type: none"> <li>• More speed restrictions</li> <li>• Better enforcement of existing speed limits</li> <li>• Inadequate parking near shops</li> <li>• Inconsiderate parking near home</li> <li>• Parking on main road in Bickington</li> </ul>
Public Transport	<ul style="list-style-type: none"> <li>• Bus schedules and personal service</li> <li>• Late arrival at destination because of traffic volume</li> <li>• Improve service at Roundswell</li> <li>• Buses late and cancelled without warning</li> <li>• Buses not stopping at authorised stops</li> <li>• Rude and impatient drivers</li> <li>• Cleanliness and age of buses</li> <li>• Bus timetables at all bus stops/shelters</li> <li>• Late night service</li> <li>• Improved Sunday service</li> <li>• Cost</li> <li>• Direct route to Exeter</li> <li>• Better bus service for school children</li> <li>• Free/subsidised/cheaper bus passes for school children</li> <li>• A car-free zone around schools</li> <li>• Encouraging more children to walk to school</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• 'Join the dots', fill in the gaps in the existing cycle routes</li> <li>• Cycle path along Yelland Straight</li> <li>• A link between Bickington and Sticklepath</li> <li>• Secure parking facilities for bikes outside shops, pubs and offices</li> <li>• Inconsiderate use of the Tarka Trail</li> <li>• Cyclists using the pavement and causing danger to pedestrians</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• Recycling</li> <li>• Buying local produce and using farm shops</li> <li>• Greater use of sustainable energy sources</li> <li>• Better maintenance of the surroundings (e.g. litter, gullies, fly-tipping)</li> <li>• Dog fouling</li> <li>• Control building development</li> <li>• Control vehicle speeds</li> <li>• Yelland power station site</li> <li>• Specific maintenance and repairs reports</li> </ul>
Jobs / Employment	<ul style="list-style-type: none"> <li>• Lack of suitable premises</li> <li>• Lack of business support</li> </ul>
Community Services	<ul style="list-style-type: none"> <li>• Dog fouling</li> </ul>

North Devon and Torridge Core Strategy – Fremington Village Study

	<ul style="list-style-type: none"> <li>• Public toilets</li> <li>• Reasonable prices at local businesses and longer opening hours</li> <li>• Cleaner and better maintained premises (public houses)</li> <li>• Better parking provision</li> <li>• A local directory of services</li> <li>• Lack of NHS dentistry</li> <li>• Poor access to a doctor</li> <li>• Car parking charges</li> <li>• Poor links to the hospital and transport for the elderly</li> <li>• The postal service and siting of post boxes</li> <li>• Recycling collections</li> <li>• Lack of police presence and response issues</li> <li>• Grass cutting, maintenance of hedges and verges</li> <li>• Street cleaning and litter</li> <li>• Dirty and unpleasant payphones</li> <li>• Highways maintenance</li> <li>• Access to medical services from Roundswell</li> </ul>
Leisure / Sport / Amenities / Services	<ul style="list-style-type: none"> <li>• More or better signing of footpaths</li> <li>• Cutting back overhanging branches</li> <li>• Mobility problems - stiles can be difficult to negotiate</li> <li>• General maintenance of footpaths</li> <li>• More youth facilities</li> <li>• Skateboard park</li> <li>• Adult education classes</li> <li>• Local history society</li> <li>• After-school activities</li> </ul>
Crime and Safety	<ul style="list-style-type: none"> <li>• Improve street lighting</li> <li>• Stronger police presence</li> <li>• Lighting in car parks and play areas and on the Tarka Trail</li> <li>• Sainsbury's underpass - graffiti and rubbish</li> </ul>
Local Democracy	<ul style="list-style-type: none"> <li>• Newsletter/magazine jointly produced by North Devon District Council</li> <li>• Detailed reports of Fremington Parish Council meetings, including planning decisions</li> <li>• Parish Councillor contact</li> <li>• More information on how public money is spent</li> </ul>

Source: Fremington Parish Plan

7.2 North Devon and Torridge Local Strategic Partnership – January 2010

7.2.1 The Local Strategic Partnership Federation Event engaged a wide range of community and economic stakeholders, with groups focused on the identification of existing infrastructure deficiencies and the opportunities and solutions for future delivery to support growth proposals in each main town. Fremington was not considered separately as a main town/village, but the other groups, primarily those considering Barnstaple and Bideford, raised a number of highway issues relating to Fremington and Yelland.

Table 18: Summary of Local Strategic Partnership Event

Pedestrian and cycle paths	Roads
<ul style="list-style-type: none"> <li>DCC spending £2 million with Barnstaple as one of four cycling hubs. Need to get the workforce cycling with links to Ilfracombe and Bideford</li> </ul>	<ul style="list-style-type: none"> <li>Dualling of link road from Bideford to Barnstaple</li> </ul>
<ul style="list-style-type: none"> <li>Overall support for a new secondary school west of the Taw</li> </ul>	

**8 Vision**

8.1 The following vision for Fremington and Yelland was published in the Pre-Publication North Devon and Torridge Joint Core Strategy (January 2010).

*“Development at Fremington and Yelland will make effective use of good public transport and the Tarka Trail links to strengthen its community identity, improve access to a wider range of services and facilities and to provide opportunities for low-carbon technologies and employment including those uses requiring a waterfront location. The open landscape setting within the Taw estuary will be conserved and enhanced.”*

8.2 The Fremington Parish Plan (2005) does not contain a vision for the parish.

## 9 Key Land Uses

### 9.1 Housing

- 9.1.1 The housing requirement in Table 19 was established from the now abolished Regional Spatial Strategy for the South West (RSS) based on an overall North Devon housing requirement of 10,900 from 2006 to 2026. Following consultation responses to the Pre-Publication North Devon and Torrridge Joint Core Strategy, together with the proposed abolition of the RSS, it has now been decided to review the proposed level of housing provision for Fremington and for the district as a whole.
- 9.1.2 The strategic housing requirement for Fremington and Yelland in the Pre-Publication North Devon and Torrridge Joint Core Strategy was combined with that for Barnstaple. No specific housing requirement was identified for Fremington or Yelland, although one strategic site allocation was proposed there to help meet the needs of the wider Barnstaple area.

Table 19: Housing Requirements 2006 – 2026

	Dwellings
Barnstaple housing requirement (incl. Fremington)	6,000
Completions 2006 – 2011 (incl. Barnstaple)	552
Commitments 31 March 2011 (incl. dwellings under construction, existing planning permissions and outstanding local plan allocations)	1,333
Additional non-strategic provision	4,115

Source: North Devon and Torrridge Joint pre-submission Core Strategy (January 2010) and NDC Annual Housing Monitoring

- 9.1.3 As of October 2010 there were 63 households on the housing register living in Fremington parish, which equates to about 2.5% of the District's overall need based on the housing register. It is also recognised that not all households in housing need will be on the register. In Fremington Parish there are approximately 372 social houses, about 8% of the total housing stock in the area, which is lower than the overall proportion of social housing in North Devon (10%) and Devon (13%) and way below a national figure of around 20%.
- 9.1.4 The District Council's Affordable Housing Delivery Plan does not identify Fremington as one of the top priority areas for the delivery of affordable housing within the district. From April 2005 to March 2011 a total of 80 new affordable homes were built in Fremington and Yelland, split between Griggs Gardens, Beechfield Road and Sampson's Plantation. This represents a significant proportion (57%) of all new homes built (141) over this period.

9.1.5 In 2010 there were only twenty one second homes or approximately 0.5% of housing stock.

## 9.2 Employment

9.2.1 According to the Joint Rural Devon Employment Land Review (2006), the District as a whole needs to provide 45 hectares of new employment land by 2026 assuming significant provision of B1(a) office space within town centres. Demand is expected to change from light manufacturing to offices over this time frame, and mixed schemes should be promoted rather than traditional employment land. Town centre regeneration opportunities should be brought forward to fulfil an economic role rather than simply supporting retail centre functions.

9.2.2 Table 20 provides a summary of employment land provision in Fremington and Yelland (excluding Roundswell). There is no undeveloped land at the Estuary Business Park and currently no vacant units. There is limited employment within Fremington and Yelland, however Roundswell Business Park generally serves the wider employment needs of the village.

Table 20: Fremington and Yelland Employment Land Provision

	<b>Vacant Units</b>	<b>Gross Floor Area m<sup>2</sup></b>	<b>Gross Undeveloped Area (Hectare) Without Permission</b>	<b>Gross Undeveloped Area (Hectare) With Permission</b>	<b>Gross Area No Longer Available for Employment</b>
Estuary Business Park	0	0	0	0	0

Source: North Devon Council (31<sup>st</sup> March 2010)

9.2.3 Whilst not allocating land for employment, the proposal for the former Army Camp in the adopted Local Plan (FRE2) indicates that mixed-use redevelopment of the site would include business uses.

9.2.4 The Joint Rural Devon Employment Land Review (2006) indicated that the Yelland Quay Estuary Business Park achieved an above average market ranking and an average physical ranking.

### **9.3 Retail**

- 9.3.1 The parade of local shops for Fremington is situated along the main road opposite the War Memorial and former Army Camp, with a combined net floor space of 470 sq. metres. The North Devon Retail Study (2006) did not identify existing or future retail needs for Fremington and Yelland. A wider range of retail opportunities is available in both Barnstaple and Bideford.

### **9.4 Community Facilities**

- 9.4.1 Most of the community facilities (shops, primary school, health centre, sports facilities) serving Fremington and Yelland are located within the village of Fremington, with Yelland having few facilities of its own. The Primary and Secondary Schools serving Fremington and Yelland have limited spare capacity and additional capacity will be required to accommodate any future growth in the villages.
- 9.4.2 Fremington Health Centre is already close to capacity, although some Fremington residents will be registered with GPs in Barnstaple and Bideford and visa versa. Additional facilities are required for Fremington, and additional provision elsewhere in Barnstaple (to the west of the Taw) would help to create more capacity in Fremington.
- 9.4.3 Fremington and Yelland have fairly good provision of recreational open space, including Beechfield Playing Field, Griggs Field, the Local Nature Reserve and access to the Tarka Trail. However, additional sports pitches are required, as well as facilities for young people in Fremington and Yelland, including a multi-use games area.

### **9.5 Physical Infrastructure**

- 9.5.1 The Strategic Flood Risk Assessment (2009) identifies areas vulnerable to flooding alongside the Taw estuary and Fremington Pill, Fremington Stream and Muddlebrook, which are protected from tidal flooding by existing defences. Parts of the foul water sewerage system have restricted capacity. Surface water discharges will need to be strictly controlled and sustainable drainage systems, water storage and soakaways are needed to reduce increasing surface water flows in surface water sewers.
- 9.5.2 Access to superfast broadband is essential to homes and businesses in rural communities as much as in towns and cities. Funding has been secured from Broadband Delivery UK (BDUK) for delivery of superfast broadband across Devon and Somerset over the next 5 years.

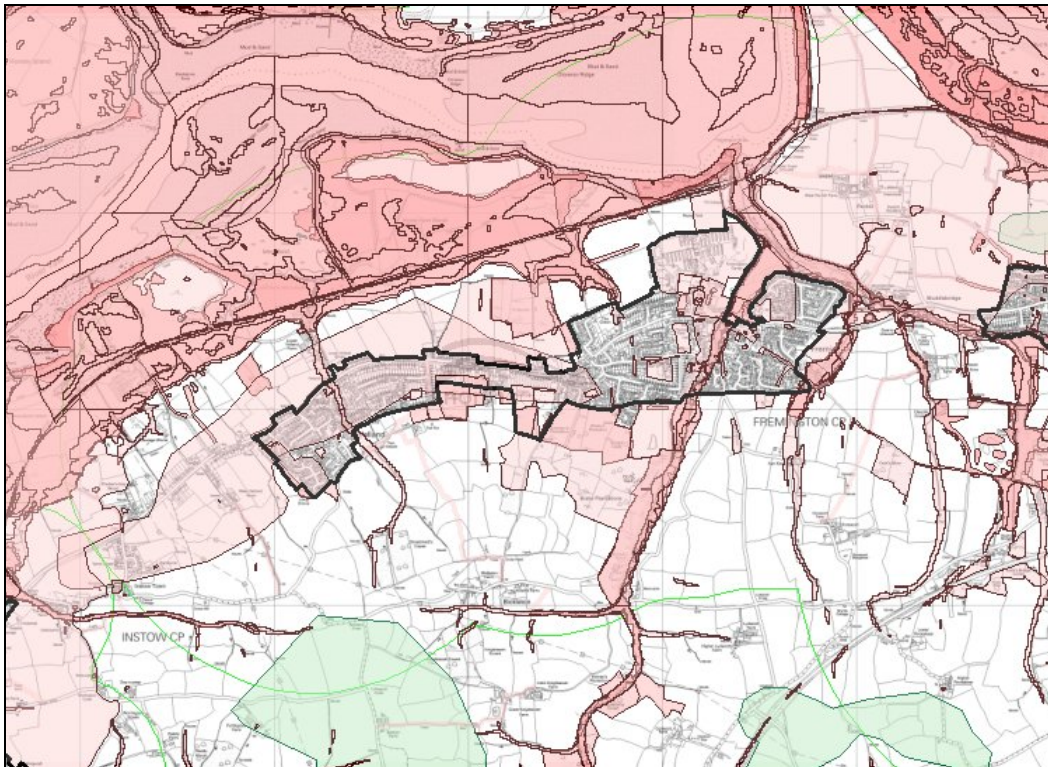
## **9.6 Transport**

- 9.6.1 The B3233 through Fremington and Yelland is a busy road with congestion in places, mainly in Bickington due, in part, to on-street parking. The strategic junctions at Cedars in Bickington, the Roundswell roundabout and the Westleigh junction (both on the A39), all require increased capacity and/or improvements for highway safety. The County Council is currently progressing a scheme for improvements to Westleigh junction.
- 9.6.2 The volume of traffic passing through Fremington reflects reliance on Barnstaple and Bideford for their wider range of shops, employment opportunities, services and facilities. Table 17 indicates the level of commuting from the village, which is expected to have increased to both Barnstaple and Roundswell since 2001 as a result of recent growth within Fremington and Yelland. With all traffic from Fremington and Yelland relying on the B3233, pressure is focused on the main junctions, especially at Cedars roundabout. In addition to travel from Fremington and Yelland, there is also significant traffic through the village, especially morning and evening commuting between Bideford and Barnstaple.
- 9.6.3 Any future development in Fremington and Yelland should seek to enhance the green infrastructure network and links to the Tarka Trail to facilitate improved opportunities for walking and cycling. The Tarka Trail, which coincides with the South West Coast Path and National Cycle Route 27, is an important recreational transport route.

## **10 Potential for Growth**

- 10.1 There are a wide range of environmental constraints around Fremington and Yelland including areas at risk of flooding and designated wildlife areas. Much of the land to the north of the village is also prominent in the landscape setting of the estuary.
- 10.2 The 'Environmental Capacity Study' for Fremington and Yelland mapped the distribution of environmental and heritage designations around the village, reflecting their relative significance (see Figure 2). The depth of colour indicates the individual or cumulative significance of these constraints. Hilltops and other elevated land (shown in green) are the only constraint not utilising an existing designation. This map helps to identify strategic areas with no or relatively few constraints that would be capable of supporting a degree of future development without significant impact upon these constraints.

Figure 2: Cumulative constraints around Fremington and Yelland



10.3 Areas with potential development capacity were also assessed to establish their strategic development capacity based on local environmental and infrastructure constraints. Those strategic areas with environmental and infrastructural capacity for potential growth outside or adjacent to the development boundary were identified (see Map 2).

#### 10.4 South-east of Fremington – Option 1

10.4.1 Land to the south-east of Fremington has relatively few significant environmental constraints between the Local Nature Reserve at Mill Leat and Little Bridge House (Children’s Hospice). Development on land east of Fremington would erode the undeveloped gap between Fremington and Bickington that helps to retain the distinct identities of these settlements.

10.4.2 This land rises up to the south between Fremington Stream and Muddlebrook and includes the existing cemetery west of Old School Lane and the bowling green south of Redland Road. Little Bridge House is on the eastern edge of Fremington and there are some substantial hedgerows crossing this area. Access to land on this side of Fremington would require improvements to the capacity of existing highways and road junctions.

10.4.3 Parts of this area were submitted as Strategic Housing Land Availability Assessment (SHLAA) sites on behalf of the landowners. Land north of

Little Bridge House is developable, whereas land south of Westaway was assessed as not being developable due to the highway access constraints along Old School Lane. However, any strategic development over a wider area would need to provide necessary highway capacity improvements.

### **10.5 South of Allenstyle, Yelland – Option 2**

10.5.1 Land on the southern side of Yelland is on sloping agricultural land rising up to a ridge. There are few environmental constraints west of Allenstyle wood, although the land is prominent from adjoining residential areas. Sustainable drainage would be required to address surface water issues.

10.5.2 Land in this area has been submitted as Strategic Housing Land Availability Assessment (SHLAA) sites on behalf of the landowners and has been assessed as being developable to the south of Rooks Farm Road, Allenstyle Close and Allenstyle Road.

### **10.6 West of Lagoon View, Yelland – Option 3**

10.6.1 This site is on the western side of Yelland to the west of Lagoon View and south of properties at West Yelland. Much of this site is grade 2 agricultural land, which slopes up towards a ridge. The land is prominent in the wider landscape of the estuary.

10.6.2 Land in this area was not submitted as a Strategic Housing Land Availability Assessment (SHLAA) site so was not considered as part of the SHLAA process. Its availability for development is therefore uncertain.

### **10.7 North of B3233, Yelland – Option 4**

10.7.1 Land to the north of Yelland is situated between the B3233 and the Tarka Trail so is gently sloping and fairly prominent in the wider landscape, although a series of copses screen parts of this site from the estuary. Much of this site is grade 2 agricultural land, and close to the Tarka Trail it falls within flood zone 3. Land north of the Tarka Trail includes a range of wildlife designations including the Taw-Torridge estuary SSSI, Home Farm Marsh and Isley Marsh, which contribute to the strategic green infrastructure network. Land north of Fremington and Yelland is identified as an opportunity for coastal grazing marsh to be created, and provides opportunities for improved linkages to the Tarka Trail for pedestrians and cyclists.

- 10.7.2 This land adjoins Yelland Quay and the Estuary Business Park, which provides a strategic quay facility for water-borne transport of goods. Contaminated land around the former ash beds has been capped and the former power station site is a large brownfield site with potential for development that requires a waterfront location and is appropriate for a location at risk of flooding. Any future development to the north of Yelland (in flood zone 1) provides an opportunity to link with future business proposals in this area.
- 10.7.3 Land in this area has been submitted as a Strategic Housing Land Availability Assessment (SHLAA) site on behalf of the landowners and has been assessed as being developable.

### **10.8 Land West of Former Army Camp – Option 5**

- 10.8.1 Greenfield land to the west of the former Army Camp is free from environmental constraints, although landscape impact would be substantial further north toward the Tarka Trail. This land would need to be accessed through the former Army Camp site, where restricted highway capacity effectively prevents further development in this location.
- 10.8.2 This site was submitted as a Strategic Housing Land Availability Assessment (SHLAA) site on behalf of the landowners and was assessed as being not currently developable due to being landlocked with access constraints.

### **10.9 Land within the Village – Option 6**

- 10.9.1 There is one key site providing redevelopment opportunities within the village. The former Army Camp to the north of Fremington closed in 2009 and has been sold for redevelopment. It is a large previously development site well related to the centre of Fremington and within a designated conservation area and adjacent to a number of listed structures. It provides good opportunities for development in a sustainable location, although the existing vehicular access is constrained and highway improvements will be required. Redevelopment of this site will help to deliver some of the required housing growth.

## **11 Key Issues**

- 11.1 Housing numbers in the Joint Pre-Submission Core Strategy (January 2010) are to be reviewed in response to the spatial issues affecting Fremington. The strategic housing requirement for Fremington and Yelland will be separated from that for Barnstaple (including Bickington and Roundswell) to enable the strategies for the two settlements to be considered separately.

## **11.2 Regeneration of Key Sites**

- 11.2.1 There are two large, vacant, previously developed sites in Fremington that are of strategic importance to the settlement. Decisions on the future role for these sites will affect the strategy for Fremington.
- 11.2.2 The former Army Camp covers approximately 14 hectares between the village, the Tarka Trail and Fremington Pill. It is identified as suitable for mixed-use redevelopment, predominantly residential and community uses, and forms the majority of the identified housing land supply for Fremington (see Table 7). It is identified as Growth Option 6 (paragraph 10.9 and Map 2).
- 11.2.3 The former Power Station site at Yelland Quay was demolished in the mid 1980s and covers approximately 12 hectares to the north of the Tarka Trail on the southern bank of the Taw estuary. The former switchgear buildings remain and the contaminated ash beds have been capped. As the largest and one of the longest-standing vacant sites in North Devon, it provides a rare development opportunity for water compatible uses in an estuarine location, on a prominent yet visually degraded previously developed site, although much of the site is at risk of flooding. The quay is available for import and export of minerals.
- 11.2.4 Policy FRE4 of the North Devon Local Plan (adopted 2006) identified this site for industrial or quasi-industrial uses that require a coastal location; recreational uses; or energy generation and ancillary economic or community uses. Whilst it is separated from the village of Yelland, public access to the site is good along the Tarka Trail. It is identified on Map 2.

## **11.3 Diversifying Employment Opportunities**

- 11.3.1 There are relatively few job opportunities within the villages of Fremington and Yelland, they function primarily as dormitory settlements for Barnstaple and Bideford, where employment opportunities and a wider range of services are available. Any future redevelopment of the former Army Camp site could incorporate some business uses if there is any latent demand, although the locational advantages of Roundswell are likely to satisfy most of any existing need.
- 11.3.2 The Estuary Business Park does not adjoin existing residential areas and, together with land at Yelland Quay, has good connections to the Tarka Trail. These sites provide opportunities for specialist employment requiring a coastal location and/or utilising the existing quay, together with any water-compatible employment uses.

11.3.3 The availability of an operational quay provides potential opportunities for Yelland Quay to capitalise on servicing the Atlantic Array, a proposed large offshore wind farm. There may also be opportunities adjoining Estuary Business Park to facilitate supporting businesses and associated research and development into renewable energy sectors.

#### **11.4 Enhancing Community Identity and Delivering Social Infrastructure to Meet Community Needs**

11.4.1 Although Fremington is close to Barnstaple, and both Fremington and Yelland function as dormitory settlements for Barnstaple and Bideford, the villages have their own community identity. They also relate closely to the estuary and Tarka Trail. There are opportunities for Fremington and Yelland to become more self-sufficient by improving the range of community facilities to meet their own needs.

11.4.2 Residents of both Fremington and Barnstaple currently use community facilities in Fremington, and the provision of additional or improved social infrastructure will also need to be planned in combination with infrastructure provision for the western side of Barnstaple in view of good public transport links between the settlements. Additional infrastructure provision on the western side of Barnstaple (e.g. any increased capacity for new primary school or healthcare provision at Bickington and Roundswell) would help to meet Barnstaple's needs thereby freeing up existing capacity within Fremington for it to meet its own community needs.

11.4.3 The undeveloped gap between Bickington and the eastern edge of Fremington provides an important visual buffer between the settlements. Retaining this gap will help to safeguard distinct community identities. However, strategic links will need to bridge this gap, such as green infrastructure along the Muddelbrook and public transport routes.

#### **11.5 Delivering Opportunities for Sustainable Travel**

11.5.1 Any future development on the northern side of Fremington and Yelland should take opportunities to improve pedestrian and cycle links between the main road (B3233) and the Tarka Trail. Any redevelopment of the former Army Camp site will provide a good opportunity to enhance the green infrastructure network.

11.5.2 The main road through Fremington and Yelland is busy, including through traffic between Barnstaple and Bideford. Opportunities need to be taken to encourage and facilitate an increase in journeys made by sustainable modes of transport given that bus links to both Barnstaple and Bideford are regular, including at evenings and weekends.

- 11.5.3 Vehicular access to Fremington and Yelland from the A39 is largely dependent on Westleigh Junction and the Roundswell roundabout. Both of these junctions have limited spare capacity although Westleigh Junction is already scheduled for improvement. Any future development in both Fremington and on the western side of Barnstaple will need to facilitate increased capacity of the Roundswell and Cedars roundabouts.

## **12 Conclusion**

- 12.1 This study has found that Fremington and Yelland have a high quality environment, but there are relatively few job opportunities and facilities within the villages. They act as dormitory settlements for Barnstaple and Bideford, where employment opportunities and a wide range of services and facilities are available. Unemployment is low although the population is older than average. Public transport and cycle links to both towns are good, and the provision of new infrastructure, services and facilities for Fremington and Yelland will need to be co-ordinated with those planned for Barnstaple and Bideford.
- 12.2 A total of five strategic growth options have been identified.

## **13 What Happens Next?**

- 13.1 You are invited to comment on the issues raised in this document, including identifying any opportunities and/or issues raised by the potential growth options identified in section 10 (refer to Map 2).
- South east of Fremington – Option 1
  - South of Yelland – Option 2
  - West of Yelland – Option 3
  - North of Yelland – Option 4
  - West of Former Army Camp – Option 5
  - Former Army Camp – Option 6
- 13.2 You need to use your knowledge of the area, taking account of surrounding sensitive landscapes, steep slopes, areas subject to flooding and the existing built up area, to help inform your decision.

**(1) Which of these sites are the most appropriate locations to deliver sustainable growth for Fremington and Yelland, to meet their future needs and priorities?**

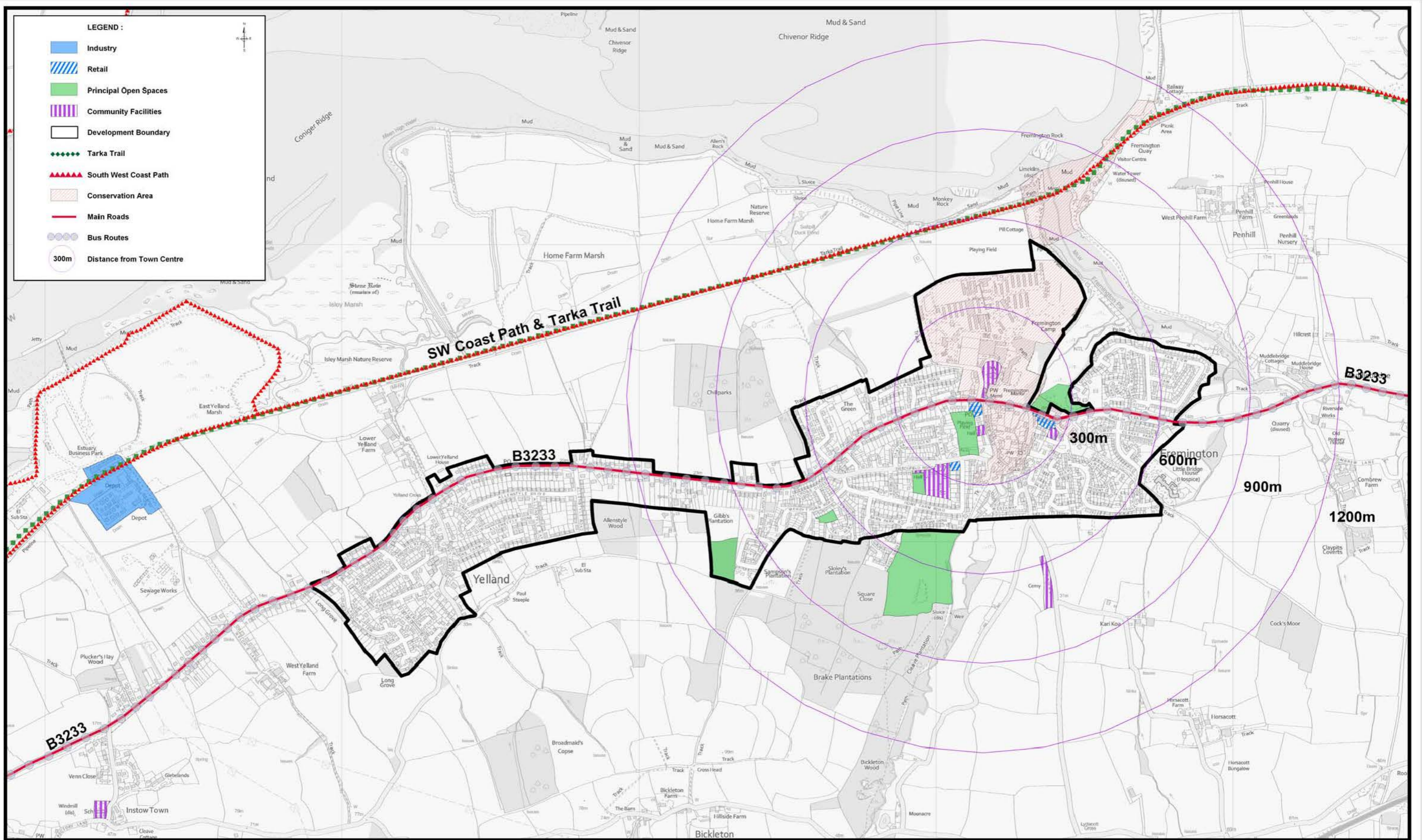
- 13.3 The Key Issues for the villages are identified in section 11. These will need to be addressed by working together to help achieve sustainable growth and meet the community's aspirations. The joint Core Strategy will help to deliver this.

**(2) Have the most relevant Key Issues for Fremington and Yelland been identified?**

- 13.4 Some of the Key Issues identified can only be addressed through further development. Funding for delivery of additional infrastructure will also be dependent on future development.

**(3) What level of growth is necessary and appropriate to address the Key Issues identified for Fremington and Yelland?**

- 13.5 Feedback to this Village Study will be used to inform the vision, strategy and proposals for Fremington and Yelland to be included within a revised version of the joint Core Strategy to be published in early 2012.

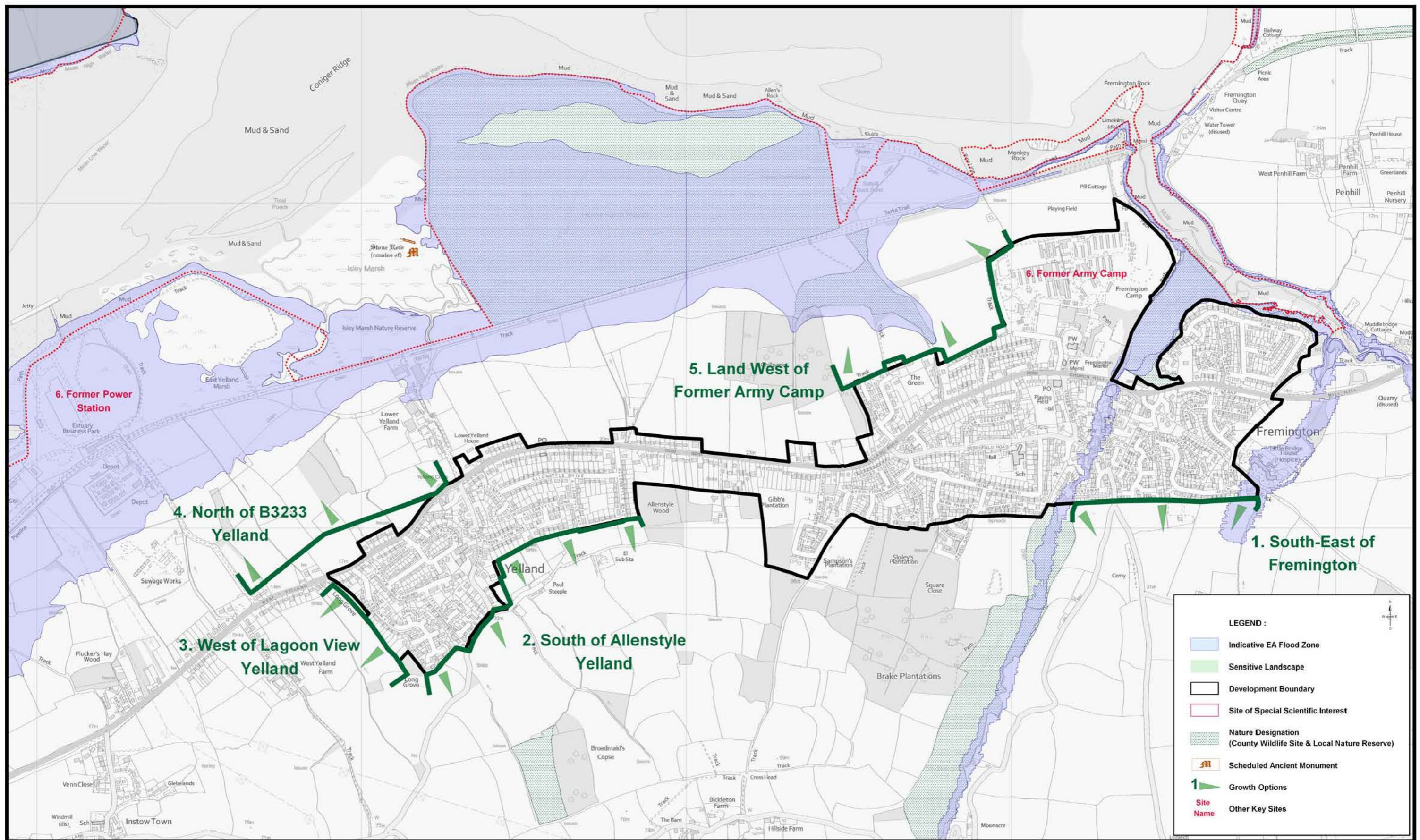


Fremington Village Profile  
**Map 1 : Existing Land Uses**



**COPY SUPPLIED TO:**

**Scale:** 1:11000  
**Date:** 3rd August 2011



Fremington Village Profile

**Map 2 : Fremington Constraints and Growth Options**



© Crown Copyright and database right 2011 Ordnance Survey Licence No.100021929. NO unauthorised reproduction permitted

**COPY SUPPLIED TO:**

Scale:1:11000  
Date: 2nd August 2011