

## Neighbourhood Plan **2018-2034**



*November 2018*

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## Foreword

Once made, following a referendum, our Neighbourhood Plan is a product of the Government's desire to ensure that local communities are closely involved in the decisions that affect them. The Stoke Fleming Neighbourhood Plan has been developed to establish a vision for the parish and to help deliver the local community's aspirations and needs for the period 2018 - 2034. Once approved in a referendum our Neighbourhood Plan will become a statutory document that will form part of the development plan for the area and will be used by South Hams District Council (SHDC) to determine planning applications. In 2016 it was announced that SHDC has linked with West Devon Borough Council and Plymouth City Council to produce a South West Devon Joint Local Plan (JLP).

Our Plan has been produced using the views of the residents of the parish. The Steering Group has consulted and listened to the community on a wide range of issues that will influence the well-being, sustainability and long-term preservation of our rural community. The Plan was submitted for Independent Examination in January 2018 and was submitted to the community in a referendum in (date when known).

Every effort has been made to ensure that the views and policies contained in this document reflect those of the majority of residents.

A Neighbourhood Plan has many benefits. The Stoke Fleming Neighbourhood Plan has been developed to:

- provide for appropriate development opportunities to meet local need while protecting the area from developments that are inappropriate in scale or location;
- ensure that development is sympathetic to, and improves, the look and feel of the village
- give the parish the potential to access funding to make improvements and
- identify, in an Action Plan, additional actions to improve Stoke Fleming's facilities, services and local environment

The Steering Group received more than 160 suggestions from residents, local businesses and interest groups to its initial round of consultation in May 2014. More than 260 people took part in the major consultation, Choices for Change, which followed later. Each comment was reviewed by the Steering Group and those views, together with views expressed in later rounds of consultation with residents, the business community and local interest groups, shaped the policies contained in the Plan.

An electronic copy of this Plan can be found at <http://www.stokefleming.org/neighbourhood-plan/>

The Parish Council would like to thank the members of the Steering Group and pay tribute to their work. The Council is also grateful for the help and the engagement of many others in the parish without which it would not have been possible to produce this Neighbourhood Plan.

**Struan Coupar**  
*Chairman*

## Mission Statement

*The parish of Stoke Fleming is a rural one, centred on a coastal village of the same name, and lying partly within an Area of Outstanding Natural Beauty.*

*The intention of the Neighbourhood Plan is to preserve the best of what currently exists within the Plan Area and build upon that in order to ensure that the legacy of the Neighbourhood Plan is a sustainable parish and thriving community, enhanced for the benefit of future generations.*

*The prime objective of our vision is that the Neighbourhood Plan should make a positive difference to the lives of local residents.*



# 1. The Purpose of the Plan

**1.1** The Localism Act of 2011, which came into force in April 2012, introduced new rights and powers to allow local communities to shape development through a Neighbourhood Development Plan to establish planning policies for the use of land and to guide the future development and growth of the Plan Area.

**1.2** Neighbourhood plans relate to the use and development of land and associated social, economic and environmental issues. They may deal with a wide range of issues like housing, employment, heritage, roads, transport, infrastructure and the environment, or they may focus on one or two issues that are of particular importance in an area.

**1.3** The Stoke Fleming Neighbourhood Plan will be subject to independent examination to check that it complies with the regulatory requirements. A referendum will then be held and if more than 50% of votes cast are in favour of the Plan it will be made by South Hams District Council. Once made the NP will form part of the Development Plan for the area together with the South West Devon Joint Local Plan. The SFNP will then be used in determining planning applications in the Plan Area.

**1.4** The Plan aims to set the agenda for the future of the Parish, outlining the community's wishes until 2034. The objectives are to conserve the best of what we already have, enhance it wherever possible, allow the community to thrive and flourish and ensure it remains sustainable for future generations.

**1.5** The Plan policies understandably focus on the centre of population in the parish, the village, of Stoke Fleming. However the Plan covers the whole parish and particular policies are intended to shape development in the various hamlets within the plan area.

**1.6** The purpose of this Neighbourhood Plan is to:

- set out a framework to guide residents, local authorities and developers on how the community wishes to manage and control future development in the parish over the plan period, along with its facilities, infrastructure, services and environment.
- record the historical and existing status and nature of the community and its environment.
- establish an Action Plan that provides the community with a prioritised plan to improve facilities, infrastructure, services and environment on a voluntary and assisted basis.

**1.7** The Neighbourhood Plan therefore:

- identifies the main community issues and objectives for Stoke Fleming parish as a whole.
- allocates land for specific purposes.
- sets out the community's policies for the management of development.
- provides an Action Plan that schedules a series of desired projects arising from the residents' vision for sustainable growth in their Area.
- documents the mechanisms for monitoring and the timescales for delivering the Plan and its proposals.

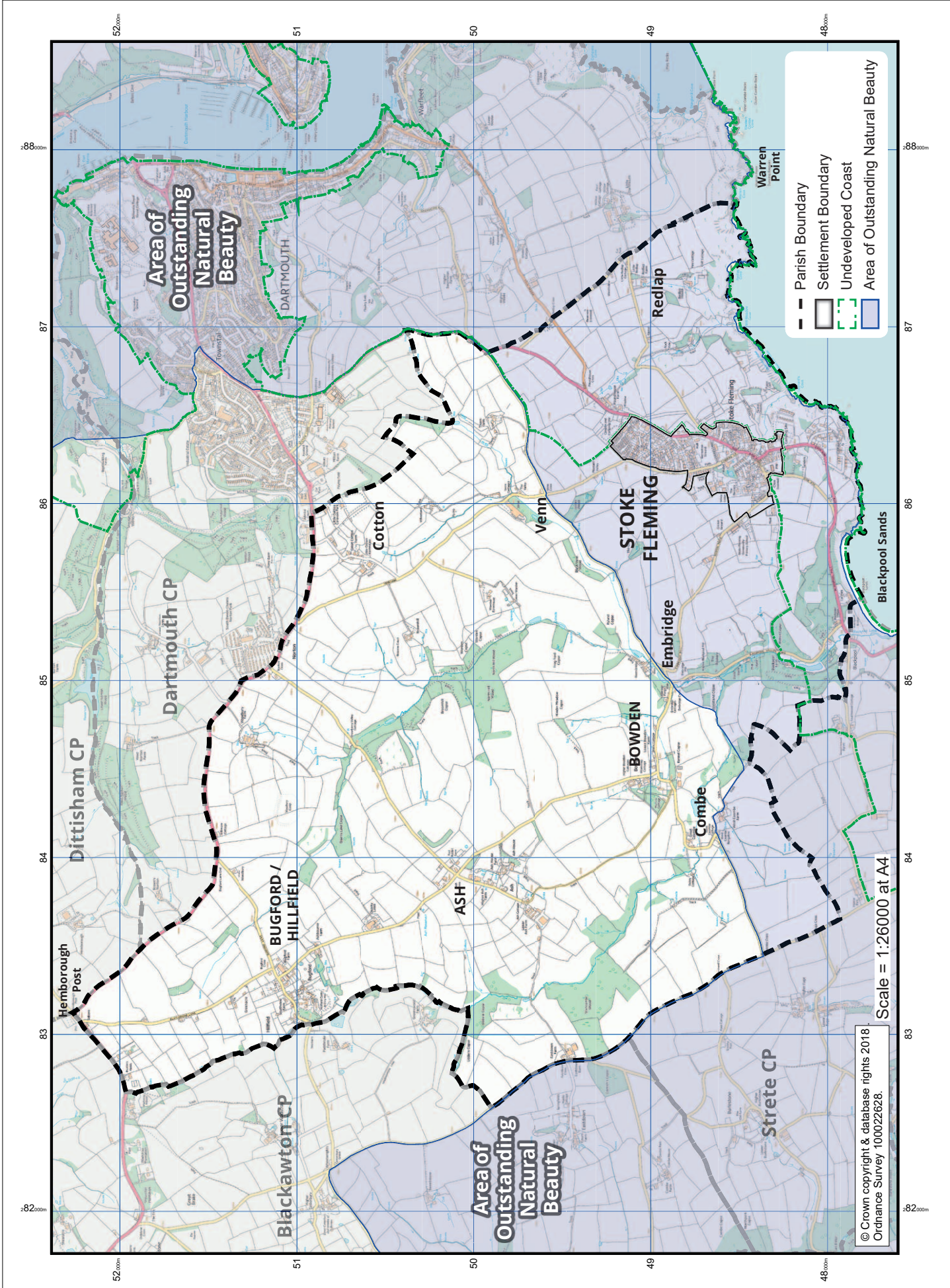


Figure 1: The Plan Area

## 2. The Plan Area

**2.1** The Neighbourhood Plan Area (Figure 1) corresponds to the boundaries of the civil parish of Stoke Fleming.

**2.2** The parish is 4.1 kilometres from North to South and 4.3 kilometres from East to West at its widest point. It is some 1,280 hectares (3,200 acres) in area. Its southern boundary lies along the shores of Start Bay from Warren Point to Blackpool Sands. The northern flank is the boundary with Dartmouth along the A3122, and the western one the boundaries with Strete and Blackawton parishes. To the east and south it follows the line of the A379 south from Dartmouth, then to the sea at Warren Cove and along the coast as far as Blackpool Sands.

**2.3** The topography is dominated by the catchment area of the Blackpool River, which reaches the sea at Blackpool Sands after flowing down the steeply wooded Blackpool Valley. The western arm of the river rises at Wadstray on the northwest boundary and flows south and east to join the other arm partway down Blackpool Valley. The eastern arm rises close to the first but flows southeast and then due south to Blackpool Valley.

**2.4** The resultant river valleys are steep-sided. Although there are level areas of higher ground the topography places severe constraints on development.

**2.5** The area is largely agricultural. Beef, dairy and sheep farming predominate, with some arable production - much of it for animal fodder - on the flatter upland areas.

**2.6** The village of Stoke Fleming lies along the A379 coastal road on high ground. Parts of it overlook Start Bay. The bay is 15 kilometres in length, running from the entrance to the River Dart in the north to the prominent headland of Start Point in the south.

**2.7** The lower River Dart is a deepwater harbour, with the town of Dartmouth on its west bank and the village of Kingswear on the east side. It is navigable for nine miles to the market town of Totnes. The character of Dartmouth, the attractions offered by the river and the beaches along Start Bay make the area attractive to tourists.

**2.8** All of the village of Stoke Fleming and the southern part of the larger parish lie within the South Devon Area of Outstanding Natural Beauty (AONB). The central part of the village is a Conservation Area.



**Figure 2: The Wider Area**

**2.9** Dartmouth is the nearest town, between two and three miles from the village. In the other direction the coast road runs down to Blackpool Sands before climbing again to the neighbouring village of Strete, after which it descends to sea level again at Slapton Sands and Slapton Ley, the latter a freshwater lake and National Nature Reserve, separated from the sea by a shingle beach along which the road runs to Torcross at its southern end.

**2.10** From there the road turns inland and passes through a series of villages to Kingsbridge, a market town at the head of the Salcombe Estuary. Both Totnes and Kingsbridge are 12 miles from Stoke Fleming by road, and the triangle Dartmouth - Totnes - Salcombe Estuary forms the wider area in which the parish is placed (Figure 2).

**2.11** Apart from the two A-class roads and the secondary B-class road that runs along the western boundary with Strete, there are a number of lanes that serve as important routes within the parish.

**2.12** In addition the South West Coast Path runs through the parish from Warren Point to Blackpool Sands.

## 3. Stoke Fleming Parish

**3.1** The first records of Stoke Fleming appear in the Domesday Book of 1086 under its Saxon name of Stoc. At the time of the Norman Conquest in 1066 it was held by Ansgar, but later passed to Walter of Douai as a spoil of war. In 1192 the manor passed to Richard the Fleming, from whom the village gained its present name.

**3.2** In 1404 a French force attempted the invasion and destruction of Dartmouth, then the second most important port in the country. Local forces including many women, intercepted the French as they marched along the coast towards the town, and in the Battle of Blackpool Sands defeated the raiders, taking a number of prisoners and killing the French commander, William du Chastel.

**3.3** The population (2011 census) is 1,019, of which 861 lived in the village of Stoke Fleming and 158 in the surrounding rural areas. At the time of the census there were 577 households. That compares with a population of 673 in 211 households sixty years earlier in 1951, an increase of 50% in population and almost 175% in households, with the number of people per household having declined from 3.2 to 1.75.

**3.4** The older part of the village lies close to the main road, and around the church and the Green Dragon public house. Over the past sixty years extensive development has taken place between the A379 and Venn Lane to the west, to the east of the A379 at Bidders and more recently along School Road to the west of the church.

**3.5** In addition to St Peter's parish church and the public house there is a village shop and post office, a restaurant, Village Hall and Youth Club Hall. There is an extensive playing field between the Village Hall and Venn Lane, a bowling green, cricket ground and allotments. There is a garden centre on the edge of the parish at Wadstray.

**3.6** The natural beauty of the area, the beaches along Start Bay, the South West Coast Path, the activities available on the River Dart and at sea, together with varied attractions offered by the neighbouring towns make tourism a major economic factor. The population can more than double during the summer months.

**3.7** There is one hotel in the village, two guest houses and a number of bed and breakfast establishments, with a

wide number of self-catering cottages, caravan and camping sites and a holiday park. The premier beach in the area is Blackpool Sands, a Blue Flag beach that is consistently voted one of the best in Britain. It has excellent facilities and lies a minute's drive or a few minutes' walk from the village. It has an excellent beach café and shop.

**3.8** The village is in two halves, with much of the newer development having taken place north and west of the Village Hall and playing field and the core of the older settlement being to the south, close to the church and pub.

**3.9** The A379 runs a narrow and winding course through the village, causing traffic congestion and due to a lack of pavements making pedestrian passage difficult and even hazardous. The only other link between the two halves is the Bird Walk, a pedestrian path that is part of the South West Coast Path. It is narrow, gloomy, poorly surfaced and many people are unwilling to use it, particularly at night and in winter.



**Congestion in the heart of the village**

**3.10** There are three main centres of rural population, at Bugford/Hillfield in the northwest, Ash in the centre of the western part and Bowden/Embridge close to the northern entrance to Blackpool Valley. There are smaller concentrations at Venn, Cotton, Redlap and Combe.

**3.11** The parish has a thriving range of around 40 organisations, clubs, societies and interest groups, including the Horticultural and Sports Society, a Dramatic Society, Craft Club, Bowling Club, Cricket Club, Petanque, Culture



Club, Medau, Pilates, Singing, Archery, Table Tennis, Football, Mothers' Union, Probus Club, Wednesday Ladies and the Friends of St Peter's. A full list of these, with details of membership and activities, is available on the Parish website at <http://www.stokefleming.org/neighbourhood-plan/>

**3.12** There has been a building on the Green Dragon site since the 12th century. Unlike most pubs opposite churches, it has never been owned by the Church but by the Lords of the Manor who leased it out to innkeepers.



**The Green Dragon**

The pub is very traditional with a stone floor, a splendid fireplace, wooden beams, a tunnel somewhere underneath the floor which went down to the nearby beach and, some say, a ghost. Rumour has it there was once an old "cuddy" on the premises which was made use of by H.M King George VI when he was Duke of York, and also the late King George V. But time and history have left the old building unscathed by drama or scandal and it is very much the heart of the community.

**3.13** St. Peter's Church is an edifice of stone, in the Early English style, with a lofty crenellated western tower containing a clock and eight bells. The origin of the church is probably pre-Conquest but the current building was erected on the present site in c.1270, then remodelled and enlarged in the early 1400 century, altered in 15th century and restored again in 1871-2 by J.P. St. Aubyn.

**3.14** Stoke Fleming Community Primary School dates back to 1843. It has 150 pupils with a staff of 26. The school now has Academy status and is linked with other primary and secondary schools as part of the recently-created Education South West.



**St Peter's Church**

**3.15** The school originally had premises in Sunnyside, Chapel Lane and at times in Britannia Cottage. It moved to its present site in 1875. Over the years a School Board was appointed, calico was donated for a sewing class, a school Attendance Officer 'drilled' the boys once a week, boots were promised to any boy attending 400 times during the year (maximum possible 446) and in 1917 a school allotment was started where 2,372 pounds of potatoes were grown for the war effort. In 1891 the school had 142 pupils; today it has slightly more than that number.

**3.16** Stoke Fleming Magazine was originally started in 1871 as a 'Church' Magazine, but at some point thereafter it lapsed. More than 100 years later in 1990 it was re-started as a purely secular magazine of eight pages and nowadays comes out as a publication of up to 36 pages, including photographs, produced by a dedicated team of three. Approximately 560 copies are distributed free every month by a small group of volunteers.

**3.17** It is funded by advertisements, grants from local organisations and annual voluntary contributions from parishioners. An independent publication, it has just reached its quarter century in its present form. Twice in recent years the Magazine has been entered for the National Parish Magazine Awards and each time has come in the top 10%.



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Figure 3: The village

**3.18** In 2002 a new Village Hall was erected replacing a 1920s corrugated iron building. The Parish Council initiated the project to look at the possibility of constructing this new hall on the playing field owned by the Parish Council.

**3.19** A committee was set up, with work starting in 2001 and the hall being completed in 2002. At that time Lottery funding was available for new village halls but the village itself raised over £30,000 towards the cost of the new hall, the rest coming from grants.

**3.20** Today the Hall is one of the key focal points of the village and is used for social functions and events such as badminton, amateur dramatics, table tennis, bowls and various group meetings. It also houses the library.

**3.21** The economic activity of the area is mainly based around tourism and farming. There is a range of small businesses operating in other sectors and a variety of home-based businesses.

**3.22** Tourist visits typically range from a day to a week, with an increasingly significant number of visitors coming from Europe and even further afield. The season is typical - a concentration of families in the school holidays, and others of all ages throughout the year. Tourism supports a variety of local businesses and provides vibrancy to the area for many months of the year.

**3.23** Employment opportunities in the parish are relatively limited. About two-thirds of the tourism-related posts are part-time or seasonal. Modern agriculture does not provide much employment. The Primary School is a major employer. The parish adjoins Dartmouth which offers a wider variety of trades and employment opportunities. About 50 % of the population of the parish is of working age and of those four out of five are employed or self-employed. A significant number commute to work outside the parish. About 20% of the population is of school age or students. (2011 census).

## 4. The Planning Context

**4.1** Neighbourhood Plans are required to be in general conformity with the strategic policies of the Local Plan (Development Plan) of the Local Planning Authority.

**4.2** The Local Planning Authority (LPA) for the Stoke Fleming Neighbourhood Plan Area is South Hams District

Council. The planning policies for the district are set out in a range of adopted Development Plan Documents, including:

- South Hams Local Development Framework Core Strategy (2006)
- South Hams Rural Areas Site Allocations Development Plan Document(DPD) 2011
- South Hams Development Management DPD 2010
- 'Saved' policies from the South Hams Local Plan (1996)

**4.3** As previously mentioned the strategic policies of the Joint Local Plan (JLP) for Plymouth and South West Devon provided a context for and helped to inform this Neighbourhood Plan. The JLP reached pre-submission (Regulation 19) stage in March 2017 and was submitted for examination in July 2017. Once adopted it will replace the plan documents referred to in the previous paragraph and, together with the Neighbourhood Plan, will form the development plan for the parish.

**4.4** The Neighbourhood Plan must also be in conformity with EU legislation on strategic environmental assessment and habitat regulations, and with national policy. It takes into account the provisions of the National Planning Policy Framework (NPPF). The NPPF defines the status of Neighbourhood Plans as follows:

*“Once a Neighbourhood Plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict.”* Para.185 NPPF 2012

The Stoke Fleming Neighbourhood Plan will form part of the existing South Hams Local Plan and the emerging Plymouth and South West Devon Joint Local Plan. The Joint Local Plan includes provision for a major development at Cotton, lying mainly within the parish of Stoke Fleming but intended to accommodate the growth of Dartmouth. Stoke Fleming village is included in the Joint Local Plan as a sustainable village.



Looking north towards the Mewstone



Riversbridge - a listed building



New houses in School Road



The bowling green



Christmas Trees Festival



The Post Office



The narrow main street



The Old House - a listed building



Start Bay, looking south from the village



Blackpool Sands



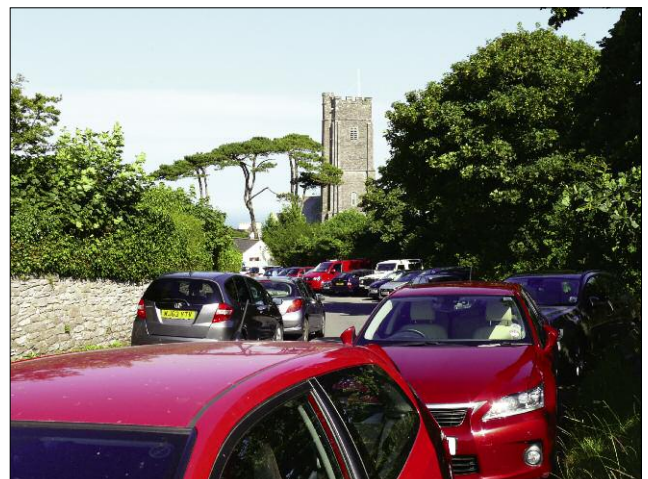
Start Point from Mill Lane



Blackpool House and cottages



Aerial view



Traffic in the village

## 5. The Plan Process

**5.1** Stoke Fleming Parish Council decided to produce a Neighbourhood Plan, covering the whole of the parish area, in October 2013. Terms of Reference were submitted to South Hams District Council in January 2014 and the six week consultation period began in April.

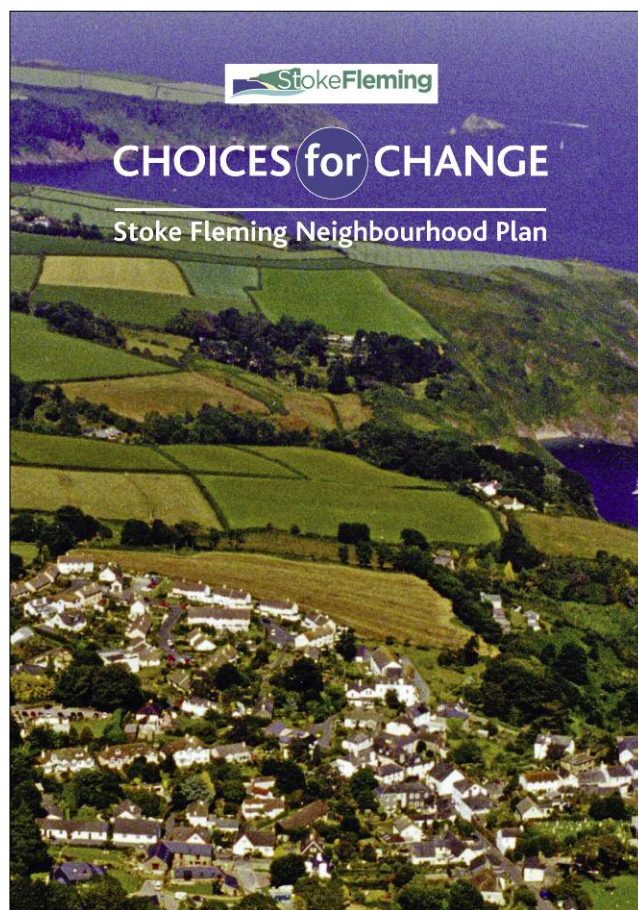


**5.2** The intention to produce a Neighbourhood Plan was communicated to residents through door-to-door delivery of a newsletter in April and a public meeting was held in the Village Hall on 21st May. As part of that consultation residents were asked for the views and suggestions on what they would, and would not, like to see change over the next two decades.

**5.3** That was followed by two "Village Check" days, when small groups criss-crossed the village by varying routes, discussing and noting various positive and negative features.

**5.4** The Terms of Reference allowed for a Steering Group comprised of the nine parish councillors plus six other residents, and nominations were invited in response to the initial newsletter, and at the public meeting. The first Steering Group meeting was held on 11th July, four working parties were formed and additional members were recruited to those.

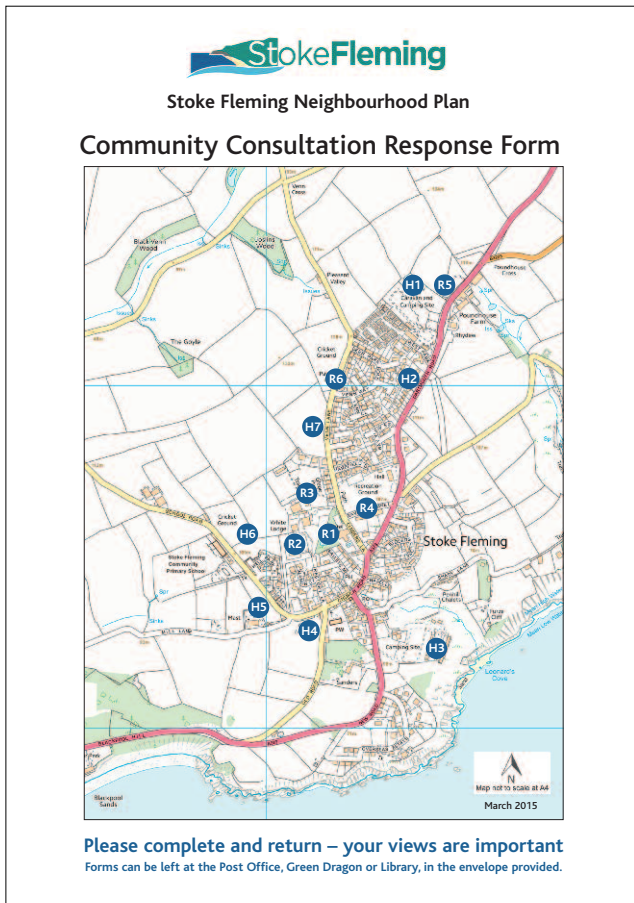
**5.5** Residents were kept advised of progress through monthly reports in the Stoke Fleming parish magazine, by e-newsletter and online through a completely redesigned parish website. The website also served as an information centre for residents and visitors to the area.



**5.6** In April 2015 a major consultation exercise was initiated and a 12-page full colour booklet entitled Choices for Change was distributed to every household in the parish. It set out a range of 55 issues identified by individual residents as being of importance and asked for feedback from the whole population. Included with the booklet was a response form and household survey, enabling the Evidence Base working party to collect up-to-date demographic information. Responses were collected door-to-door or could be delivered to the village shop, library or pub. The response rate was 45%. Those responses drove the content of the next stage.

**5.7** In August the Steering Group developed a set of general policies; guidelines to direct the shape of the planning aspects of the work. Also developed were a set of interim specific policies covering 40 of the 55 issues covered during the consultation.

**5.8** In September a number of sites considered potentially suitable for housing development, taking into account the preferences expressed during consultation, were assessed using the site assessment system currently used by South Hams District Council Site Allocation DPD 2011. Appendix D sets out the assessment of housing sites and



confirms that all were considered to be potentially suitable. At the same time policies relating to Roads and Transport, Open Spaces, the Environment and Community were agreed for consultation purposes.

**5.9** A further public consultation took place on 23rd November 2015 in the Village Hall, at which an initial draft of the Plan, including outline proposals, was displayed. The community's reaction to that was reviewed in the early part of 2016 and work progressed towards a revised and more substantive draft.

**5.10** During the course of the summer months South Hams District Council joined forces with West Devon Borough Council, the two pooling their resources in order to achieve substantial cost savings. This led to a Joint South West Devon Local Plan being announced, and to various changes in personnel and organisational structures, which impacted on the work of neighbourhood planning groups across the region.

**5.11** New advice was issued on how neighbourhood planning policies should be framed, and this caused the draft Stoke Fleming Plan to be revised further.

**5.12** Finally, the combined South West Devon district planning authorities entered into an agreement with Plymouth City Council to produce an even larger Plymouth and South West Devon Local Plan. One of the consequences of that was that Plymouth and its immediate environs were earmarked as the intended location for the greater part of the new housing to be built over the next fifteen years, with a consequent reduction in the number of houses likely to be required to be provided in other areas, particularly in parishes such as Stoke Fleming. The Steering Group therefore carried out another major review, reducing the scale and scope of its previous plans.

**5.13** At that time the Steering Group benefitted from the advice contained in a Health Check carried out by Catherine Loveday BSc (Hons), MSc, MRTPI on behalf of Locality, and all of her recommendations were incorporated into the Plan. Her report forms part of the Evidence Base and can be found at <http://www.stokefleming.org/neighbourhood-plan/>. In addition to the required statutory consultations, prior to finalising the Plan for submission informal comments were sought and obtained from SHDC and taken into consideration. Those comments also form part of the Evidence Base and can also be found at <http://www.stokefleming.org/neighbourhood-plan/>

**5.14** A Strategic Environmental Assessment of the draft Plan was required by SHDC and carried out by AECOM on behalf of Locality, acting for the Department of Communities and Local Government. Their report, available at <http://www.stokefleming.org/neighbourhood-plan/> summarised its findings as follows:

#### **Potential significant effects**

*"The assessment has concluded that the current version of the SFNP is likely to lead to significant positive effects in relation to the 'population and community', 'health and wellbeing' and 'transportation' SEA themes. These benefits largely relate to the SFNP's focus on enhancing the quality of life of residents and accessibility, including through the protection and enhancement of open space and green infrastructure networks and its focus on improving pedestrian linkages in the Neighbourhood Plan area. In addition, the Neighbourhood Plan has a strong focus on protecting and enhancing landscape and villagescape character and the setting of the historic environment, leading to significant positive effects in relation to the 'landscape and historic environment' theme."*

*“The current version of the SFNP will initiate a number of beneficial approaches regarding the ‘biodiversity’, ‘land, soil and water resources’ and ‘climate change’ sustainability themes. However these are not considered to be significant in the context of the SEA process given the scope of the Neighbourhood Plan and the scale of proposals.”*

**5.15** Those factors led to the production of the Stoke Fleming Pre-Submission Draft Neighbourhood Development Plan, which was published on 10th April 2017, coinciding with a major Parish meeting held in the Village Hall on the same day.

**5.16** The Draft Plan then entered a six-week pre-submission consultation period during which the views of the community and of a number of statutory bodies were sought. That period was due to end on 22nd May but was extended to 30th June after SHDC advised that a full-scale Strategic Environmental Assessment would be required, rather than a simple screening. That version of the Plan, which incorporated changes made as a result of responses to the consultation was submitted by the Parish Council to South Hams District Council in January 2018 for review by an Independent Examiner, whose job was to ensure that it complies with all legal requirements and ensure that it is sufficiently clear and precise to be used by Planning Officers as a guide when considering planning applications.

**5.17** In addition to the formal response by SHDC during the consultation period informal comments were sought on the draft of the revised version. Those informal comments and the parish's response to them have been published on the parish website (<http://www.stokefleming.org/neighbourhood-plan/>).

**5.18** The Examination was concluded in October 2018 and SHDC will now arrange for a referendum to be carried out, in which all electors in the parish will be entitled to vote. If a majority of electors vote for the NP it will be made by South Hams District Council and used in the determination of planning applications. The examination process was completed in (month; year).

**5.19** Care has been taken throughout the process to engage as many members of the community as possible; these include residents, landowners, school children, businesses and special interest groups. The Steering Group has endeavoured to meet the requirements of the Human Rights Act by seeking the views of all sections of the community and seeking to improve the quality of life of all people living and working in the Plan area. All venues for events and steering groups were advertised and fully accessible.



## 6. The Vision

**6.1** The vision of the Neighbourhood Plan is to maintain and enhance the character and vitality of the village and the surrounding rural areas of the parish, allow for sustainable development to meet local needs and for natural growth, respect and protect the natural environment and heritage, maintain and develop new community facilities, services and infrastructure, and support existing and new employment and business opportunities.

## 7. Objectives

### 7.1 The Objectives

The objectives of the Neighbourhood Plan are to help shape a community where:-

**1 Development meets the needs of the community, allowing future generations to live and work here.**

Sympathetic development will allow the village and surrounding rural areas to grow organically allowing the next generation to live here and assisting the viability of local businesses. Encouragement of new and expanding small business ventures will enhance employment opportunities.

**2 The beauty and integrity of the landscape is respected and preserved and ecology and biodiversity are maintained and, where possible, enhanced.**

The village is known for its trees and the distinctive atmosphere they create should be maintained by replanting where they are reaching the end of their lives. Similarly the woods and copses of the distinctive South Hams landscape should be retained throughout the rural areas of the parish.

**3 The heritage of the community, consisting of historic and cultural buildings, archaeology, footpaths and landscape features is valued.**

The built environment sits well in the landscape and is sympathetic to the local vernacular architecture. Heritage buildings will be conserved and enhanced where possible.

**4 People are able to move about freely, safely and pleasantly, where possible this includes those with limited mobility.**

Currently the village is in two parts connected only by a narrow, winding and busy road bounded by high, stone walls and with no pavement and a dark, poorly-surfaced and poorly maintained footpath. At present children going to the community primary school on foot have to navigate one or more stretches of road with no pavement.

**5 The community and the environment are enhanced in a sustainable way by the economical use of resources so that future generations are not left with a legacy of pollution, or financial or environmental debt.**

Wherever reasonable and practicable, there should be a move towards zero carbon energy and water footprints.

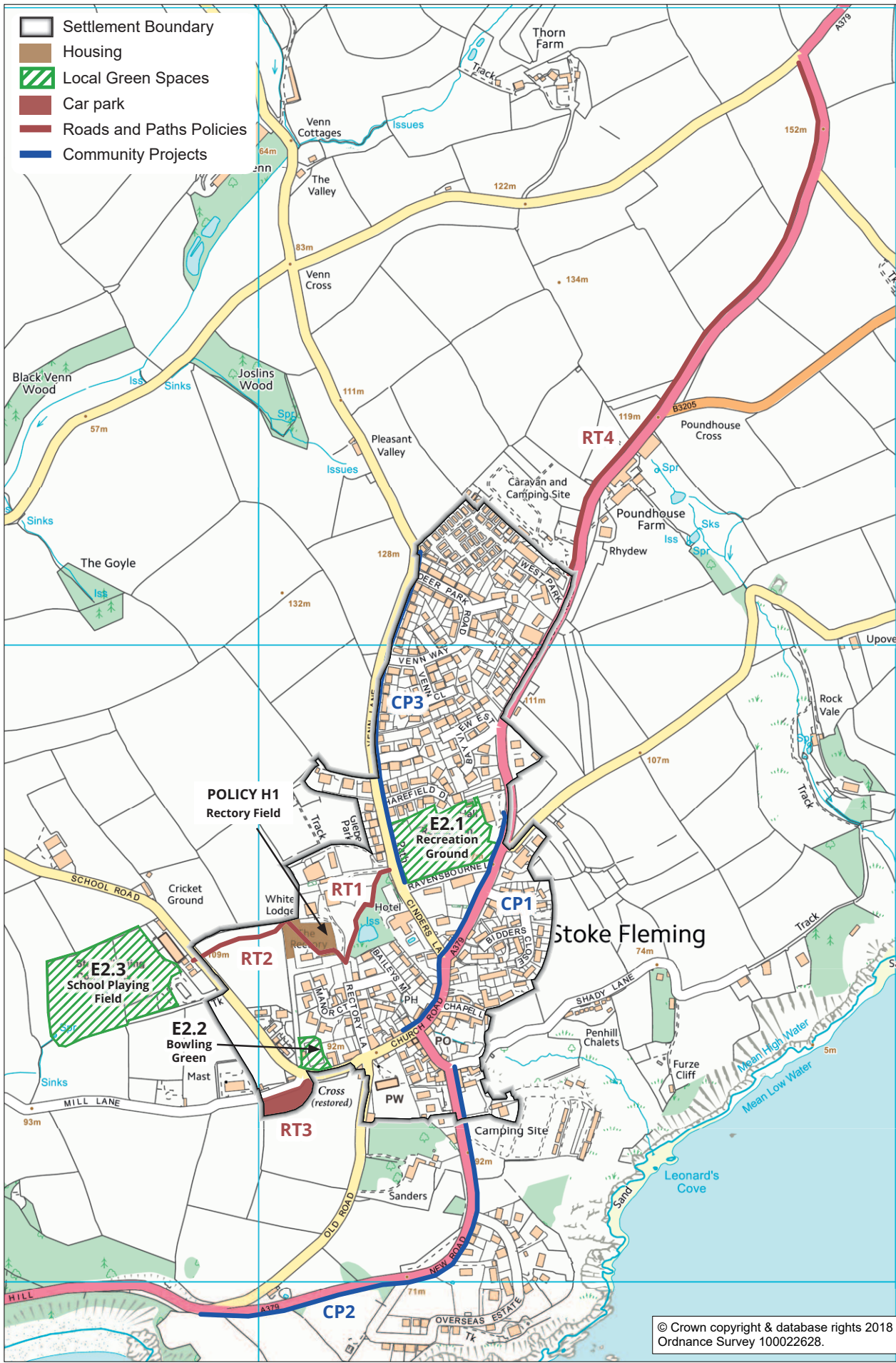
**6 Services are maintained and developed for the benefit of parishioners and visitors.**

There are many facilities in the village and these should be encouraged, maintained and extended. Residents look towards Dartmouth for most needs that cannot be found in the village (supermarkets, doctor and veterinary surgeons, cinema and concert venues, etc.) and to Exeter and Plymouth for more extensive provision. Public transport to these centres is vital to the community. Broadband is increasingly important both for individuals and for the development of businesses, as is good mobile phone coverage.

**7 Facilities enabling personal and community development are promoted.**

The Village Hall, Playing Field and Youth Club and other facilities allow interest groups to develop as well as provide important places for people to meet, celebrate and pursue common interests. They also provide opportunities for individuals to contribute to the life of the community. This is particularly important for young people.

These objectives expand on the Vision for Stoke Fleming and are the framework that reflects the community's wishes for the future. The policies set out in the Plan are derived from them, and though not all of the objectives are represented in the policies contained in this version they remain valid for the longer term and should serve as a guide when the Plan is reviewed.



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Figure 4: Policies

## 8. The Policies

### 8.1 Housing and Development Policies

#### 8.1.1 Objectives

Development should meet the needs of the community, allowing future generations to live here while maintaining the viability of local businesses without substantially altering the character of the village and the surrounding rural areas. All development should be of a scale that is in sympathy with the surroundings.

The heritage of the community, consisting of historic and cultural buildings, archaeology, footpaths and local landscape features is valued. The built environment sits well in the landscape and is sympathetic to local vernacular architecture. Heritage buildings will be conserved and enhanced where possible.

#### 8.1.2 Policy H1 Site Rectory Field

Rectory Field is considered suitable for a small-scale development, provided that it enables pedestrian access from Rectory Lane to School Road and that financial provision is made for improvements to the Bird Walk in accordance with the provisions of Policies RT1 and RT2.

In conjunction with the housing development a new pedestrian access will be provided from Rectory Lane to School Road (Policy RT2) and improvements made to the footpath along Bird Walk (Policy RT1 to provide safe access from School Road and Church Road to Venn Lane and from the northern parts of the village to the school, church and other amenities.

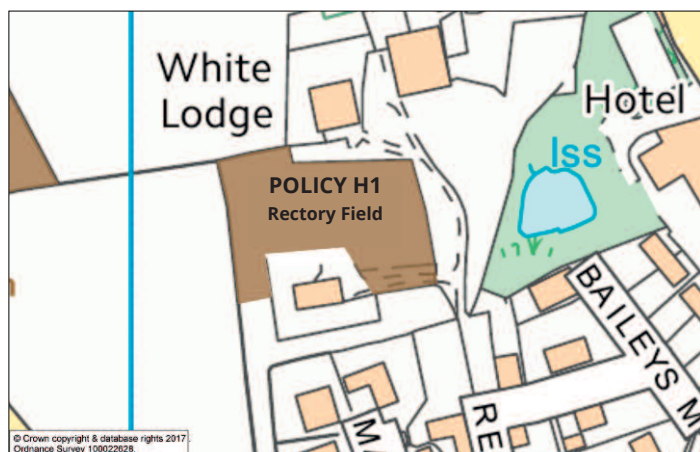


Figure 5: The Rectory Field

#### Policy H1

Land is allocated at Rectory Field for housing development. The scale, design and layout of the development should be sensitive to its location within the setting of the listed building and the conservation area.

For development to take place the owners of Stoke Lodge Hotel have agreed in principle to boundary changes to provide a public right of way to the field. Any development will have to make provision for pedestrian access to School Road through the existing development opposite the school, where access has been allowed for. Development is also conditional on improvements being carried out to the Bird Walk.

#### 8.1.3 Sites not preferred for development.

The reasons why other sites were not considered suitable for inclusion as preferred sites are set out in Appendix B.

#### 8.1.4 Policy H2 Design quality

New development in Stoke Fleming Parish must demonstrate good quality design conforming to paragraphs 58-68 of the NPPF and Joint Local Plan Policy Dev 20.

Planning permission will not be granted for developments of poor design that fail to take the opportunities available for improving local character and quality of an area and the way it functions conforming to paragraph 64 of the NPPF.

#### Policy H2

Development proposals in Stoke Fleming Parish must demonstrate high quality design and must:

- Be in keeping with the area within which it is located, respond to and integrate with the local built surroundings, landscape context and setting;
- respect the scale and character of existing and surrounding buildings;
- respect where appropriate, established building set-back and arrangements of front gardens, walls, railings or hedges;
- ensure proposals relate to established plot widths within areas where development is proposed, particularly where they establish a rhythm to the local architecture;
- use good quality materials that complement the existing palette of materials used within this parish.

- f) adopt the principles of sustainable drainage so as to minimise flood risk
- g) be innovative to achieve low carbon sustainable design.

Good design should provide sufficient external garden and amenity space, refuse and recycling storage and car and bicycle parking to ensure a high quality and well managed environment.

### 8.1.5 Heritage

Heritage assets will be conserved and enhanced and any development should conform to Joint Local Plan Policy Dev 21. Heritage assets are listed in Appendix C

### 8.1.6 Policy H3 Infill Development and Self Build

Appropriate infill development within the settlement of Stoke Fleming will be supported. Self build housing development will be supported on all housing sites, including allocated and infill sites as well as through the conversion of rural buildings where the location of the site and the design of the development satisfy the policies of the development plan.

#### Policy H3

Development of new dwellings within the development boundary of Stoke Fleming shown on the Policies map will be supported where the scale and form of proposed developments would be in keeping with the existing surrounding residential properties and would not result in a negative impact on residential amenity.

Self build housing development will be supported on infill development sites and other housing sites that satisfy the policies of the development plan.

### 8.1.7 Policy H4 Adapting to climate change

Energy efficiency will be promoted on all future developments in the Parish.

#### Policy H4

All new developments proposed within the Parish are required to demonstrate how design, construction and operation have sought to promote energy efficiency with respect to:

- a) reducing the use of fossil fuels;
- b) promoting the efficient use of natural resources, the re-use and recycling of resources, and the production and consumption of renewable energy;
- c) adopting and facilitating the flexible development of low and zero carbon energy through a range of industry accepted technologies;
- d) adopting best practice in sustainable drainage to minimize flood risk.

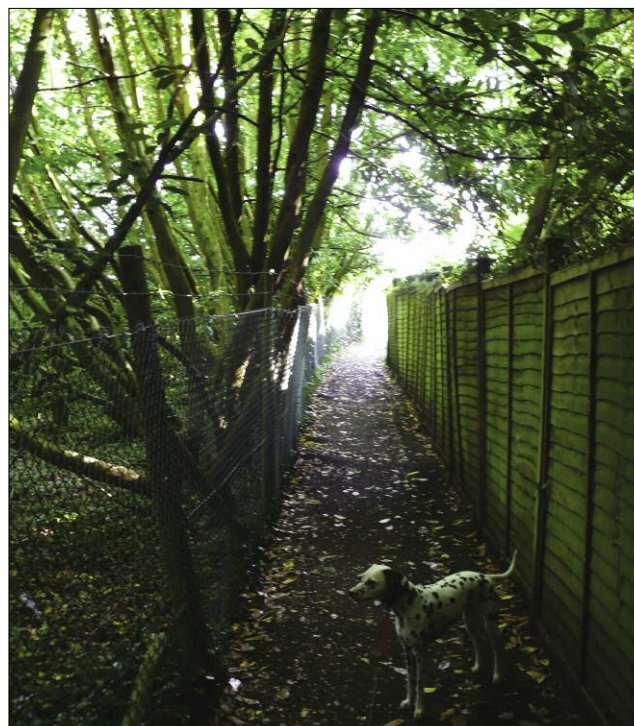
All development of small-scale (up to 50 Kw) renewable energy generation within the parish must demonstrate that it will not affect the integrity of the South Devon AONB and will have no unacceptable detrimental impacts.

## 8.2 Roads, Paths and Transport Policies

### 8.2.1 Objective

#### Improving Connections

People should be able to move about freely, safely and pleasantly. This applies particularly in the village which is currently in two parts connected only by a narrow, winding and busy main road bounded by high stone walls and with no pavement and a dark, poorly-surfaced and poorly-maintained footpath. At present children going to the community primary school on foot have to navigate one or more stretches of road with no pavement.



The Bird Walk

**8.2.2** Pedestrian movement throughout the village will be improved, and where possible traffic flow eased. Any housing development coming forward in the Plan Area should demonstrate how it will contribute to this objective.

**8.2.3 Policy RT1 Existing Footpath Bird Walk and RT2 New footpath, Rectory Lane to School Road**

Improvements to this important pedestrian link between the northern and southern halves of the village are considered to be of major importance, and are a condition of development of Site H1.

The improvements should be the joint responsibility of the stakeholders concerned, including the developer of Site H3, neighbouring landowners, Devon County Council and Stoke Fleming Parish Council.

**Policy RT1**

The existing pedestrian route The Bird Walk, as shown on the Policies map will be widened, resurfaced, re-fenced and natural light improved.

Improvements should include:

- widening along the central part of the route to match that currently provided at the southern part.
- further tree surgery to enable a permanent improvement to natural light along the route and prevent disturbance to the surface of the footpath by tree roots.
- re-fencing to an agreed standard to create a pleasant prospect and at the same time provide secure boundaries to neighbouring properties.
- re-grading and resurfacing to provide safe and hazard-free passage along its length.

**8.2.4** The creation of a pedestrian link from Rectory Lane to School Road via the Rectory Field has long been considered an important objective and has been agreed in principle between the Parish Council, the Diocese of Exeter which owns the land and the owners of Stoke Lodge Hotel who have agreed to enable access.

**Policy RT2**

A new safe pedestrian route, shown on the Policies map, to School Road from Rectory Lane illustrated in Figure 4 will be created as part of the development of Rectory Field (Site H1).

The design of the footpath must have due regard for its location within the South Devon AONB.

**8.2.5 Policy RT3 Car Park, between Old Road and Mill Lane**

Car parking within the heart of the village is very limited in the Church Road/ Rectory Lane/School Road area. This causes problems for residents and visitors alike and impedes access to facilities in the area, including the school, church, post office, pub and bowling green. The creation of a new car park on part of the field behind the parking bays and public toilets between Old Road and Mill Lane will do much to alleviate those problems. Discussions have taken place between the Parish Council and the landowner over the availability of the required land.

**Policy RT3**

Land to the east of Mill Lane shown on Policies map is allocated for a car park for approximately 34 parking spaces. The design of the car park must have due regard to its location and the following measures within the South Devon AONB incorporating:

1. The introduction of appropriate boundary treatments where these are absent using native banked hedgerow with trees to provide screening of long distance views of parked cars and to provide shade/shelter for users of the car park;
2. The introduction of trees and planting within the parking areas with a naturalistic layout (not long or regular banked rows) to provide screening of long distance views of parked cars and to provide shade/shelter for users of the car park;
3. The use of sensitive surfacing material such as self-binding gravel (of an appropriate muted colour), with tarmac limited to only key, heavily trafficked routes at entrance/exit points and main pedestrian paths;

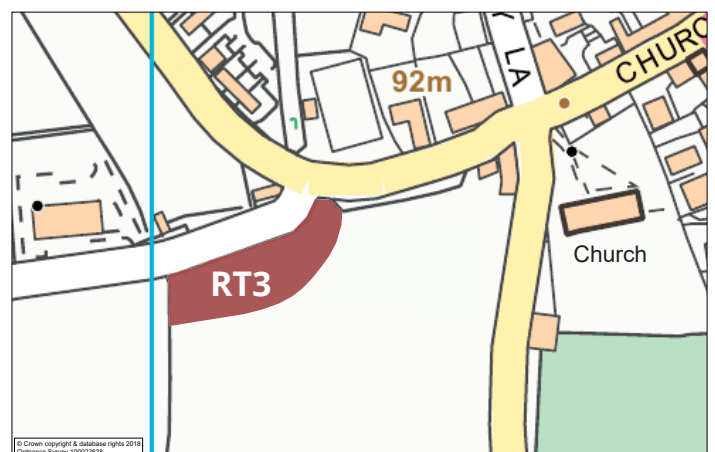


Figure 6

4. Limiting the use of standard engineered highways treatments such as kerbs in favour of more sensitive rural edge treatments;
5. The use of sensitive demarcation of bays such as inset stone or timber to encourage efficient use of parking spaces;
6. Taking the opportunity to reinforce locally distinctive features such as rounded quoins, stone faced banks and walls, and Devon gates;
7. No use of lighting on this exposed outer edge of the settlement; and
8. Access shall be taken from Mill Lane.

### 8.2.6 Policy RT4 Verge footpath to Swannaton

A new footpath will complete a pedestrian route from the village to Dartmouth.

The creation of a footpath along the side of the A379 from Deer Park to link with the existing one that runs from the east side of the road to the junction of Swannaton Road and Jawbones would complete a safe pedestrian route from the village to Dartmouth, to the benefit of both residents and visitors to the area. A project to bring this about is being led by the Dart Area Landscape Access Group, which has obtained the necessary funding, and the Parish Council is supporting their initiative.

#### Policy RT4

The area of land shown on the Policies map shall be safeguarded for the construction of a footpath from Deer Park to the Junction of Swannaton Road and Jawbones.

The design of the footpath route shall be subject to consultation with the community and approval by the Parish Council.

## 8.3 Environment Policies

### 8.3.1 Objectives

The landscape and natural setting of the area is maintained and enhanced. The village is known for its trees, and the distinctive atmosphere they create should be maintained by replanting where they are reaching the end of their lives. Similarly, the woods and copses of the distinctive South Hams landscape should be retained throughout the rural areas of the parish.

The community and the environment are enhanced in a sustainable way by the economical use of resources so that future generations are not left a legacy of pollution, or financial or environmental debt. Wherever reasonable and practicable, to move towards zero carbon energy and water footprints.

### 8.3.2 Policy E1 Locally Important Views

National and strategic planning policy place great weight on conserving the landscape and scenic beauty of the AONB and Heritage Coast.

**8.3.3** The integrity of the Area of Outstanding Natural Beauty and the Undeveloped Coast (recognised by South Hams District Council as conforming to the boundaries of the Heritage Coast) will be respected and only development that does not detract from them, and public appreciation of them, will be permitted.

There are a number of views across Stoke Fleming parish from public land and routes that are considered locally important. These are described and illustrated below.

#### Policy E1

The quality of the views to the settlements, the coast or the countryside should be conserved in any future development within the parish. Development within the foreground or middle ground of these views should not cause unacceptable harm and should, where possible, contribute positively to the existing composition of natural and built elements. It should not be overly intrusive, unsightly or prominent to the detriment of the view as a whole, or to the landmarks within the view.

The locally important views are shown on the accompanying map.

VP1 - The Village and Start Point from the A 379 north of the village

VP2 – Start Bay from Blackpool Hill

VP3 - View of the sea from the Ash to Bowden road

VP4 - View of the sea from the Cotterbury to Strete road

VP 5 - Blackpool Valley

VP 6 - View from the road from Venn Cross to Bowden

VP7 - From the road from Ash towards Bugford and Dartmoor

VP 8 - Bowden from Embridge Hill

VP 9 - Start Bay from Old Road

VP10 - The sea from the A 3122 east of Hemborough Post

VP 11 - The valley viewed from the A 379 past Thorn

VP12 - From Combe Cross looking towards West Combe and Thorn

The locally important views illustrated are summarised as:

#### **VP1 - The Village and Start Point from the A 379 north of the village**



This view covers the AONB, the Undeveloped Coast, and wooded areas. It is the first view of the village on approach from Dartmouth and puts Stoke Fleming in context and reinforces the scenic beauty of the area. It includes an important view of the Church. This view of the land and seascape must be conserved and safeguarded against the visual intrusion of insensitive buildings and infrastructure as stated in *(AONB Management Plan Policies Lan/P5 & P6)*

#### **VP2 – Start Bay from Blackpool Hill**



This view covers the AONB and Undeveloped Coast describing the unique beauty of the place; it highlights agricultural landscape and is a major view of important beach and bay – enhancing the tourism asset. This view of land and sea should be conserved and safeguarded against the visual intrusion of buildings and infrastructure as stated in *(AONB Management Plan - Lan/P5 & P6)*

#### **VP3 - View of the sea from the Ash to Bowden road**



This view provides glimpse of the sea and rural and agricultural landscape showing hills and wooded valleys. This view helps to maintain the rural quality and character of land in and adjoining the setting of the AONB *(AONB Management Plan – Lan/P1 & P7)*

**VP4 - View of the sea from the Cotterbury to Strete road**



This view includes uninterrupted view over the AONB, rural and agricultural landscape showing hills and wooded valleys. This view helps to maintain the rural quality and character of land in and adjoining the setting of the AONB (AONB Management Plan – Lan/P7)

**VP 5 - Blackpool Valley**



This view covers the steep, wooded valley and watercourse, including heritage assets of several water mills (now converted to houses), Mill Lane – a historic green lane from the village to the mills, walking and recreation routes. The view includes heritage buildings (water mills). The views up and down the valley capture the tranquillity in this peaceful valley and the special quality should be conserved. (AONB Management Plan – Lan/P4)

**VP 6 - View from the road from Venn Cross to Bowden**



This view covers a rural valley of woods and fields and individual trees including a dramatic line of beech trees alongside the road. It includes farmsteads and listed buildings at Riversbridge. The view captures the tranquillity of this peaceful valley and the special quality should be conserved. (AONB Management Plan – Lan/P1 & P4)

**VP7 - From the road from Ash towards Bugford and Dartmoor**



This view covers the local rural and agricultural landscape set in context by distant view of Dartmoor. It includes scattered hamlets and settlements, woods, hedgerows and trees. Safeguarding this view will help conserve the rural quality and character of land in and adjoining the setting of the AONB (AONB Management Plan – Lan/P1 & P7)



**VP 8 - Bowden from Embridge Hill**



This view covers a locally distinctive narrow, steep lane – not designed for modern traffic . The lane passes through woods, hills and settlements in the landscape. The view includes heritage buildings at Bowden. This view should be conserved and safeguarded against the visual intrusion of buildings and infrastructure (*AONB Management Plan - Lan/P5 & P6*)

**VP 9 - Start Bay from Old Road**



This view of the bay forms part of the SW Coastal footpath. The view of the Bay opens out as you leave the village towards the sea. It includes a heritage building (barn). This view of the land and seascape must be conserved and safeguarded against the visual intrusion of insensitive buildings and infrastructure (*AONB Management Plan - Lan/P5*)

**VP10 - The sea from the A 3122 east of Hemborough Post**



The first view of the sea as you approach Dartmouth and the village from inland covers the parish from the North West edge, and includes the AONB. This view depicts the rural quality and character of land in and adjoining the setting of the AONB and should be conserved (*AONB Management Plan – Lan/P1 & P7*)

**VP 11 - The valley viewed from the A 379 past Thorn**



This view covers the rural landscape – hedges, trees, farmsteads, where small scale wind turbines can be absorbed into the setting. This view depicts the rural quality and character of land in and adjoining the setting of the AONB (*AONB Management Plan – Lan/P1 & P7*)

## VP12 - From Combe Cross looking towards West Combe and Thorn



This view across the parish from the southern border covers undeveloped farmland, settlements, woods and the water tower which, in turn, overlooks the river Dart. This view of the existing landscape and skyline should be conserved and safeguarded against the visual intrusion of insensitive buildings and infrastructure (*AONB Management Plan- Lan/P1, P5 & P7*)

### 8.3.4 Policy E2 Local Green Spaces

#### Policy E2

The following sites are designated as Local Green Spaces.

#### 1 Recreation Ground / Playing Field

#### 2 Bowling Green

#### 3 School Playing Field

**1 Recreation Ground:** This site is central in the village, is used by the Football and Petanque clubs, dog and recreational walkers, and contains the children's playground.

**2 The Bowling Green:** Designation safeguards current and future recreational activity with strong amenity value.

**3 School Playing Field:** Provides existing and future amenity value for pupils, improve health and wellbeing and maintain the open character of the parish.

Detailed justification is included as part of Appendix B.

### 8.3.5 Trees and Woodlands

Trees and woodlands are essential to our community as they absorb carbon dioxide and re-oxygenate the atmosphere, greatly enhance bio-diversity, provide wind breaks and are a source of timber. They are also among the most distinctive features that give our parish its special character.

**8.3.6** Early references to the village describe it as being particularly wooded and views over any part of the parish still have trees as the most distinctive features. These range from the extensive woodlands that surround Blackpool Valley to numerous smaller woods and copses throughout the Plan Area. On a smaller scale there are also interesting specimen trees in the gardens of Bailey's Meadow, the striking pine trees that frame the view of the church and tower, the beeches beside the valley road between Embridge and Venn and those on the skyline at Ash.

**8.3.7** Whilst Tree Preservation Orders (TPOs) can be useful in protecting individual specimens trees, like all living creatures, have a limited lifespan and if the features described above are to survive into the future a programme of regular maintenance and successional planting is essential.

**8.3.8** Ponds, waterways and damp areas also provide greater biodiversity, supporting in particular amphibians and distinctive water-based insects and plants. The parish embraces an extensive network of springs, streams, ponds and rivers.

**8.3.9** Damp, shady areas in woodlands and elsewhere provide habitat for ferns and mosses and their associated fauna. The clean air of the South Hams allows lichens to grow on the rocks of the shoreline and inland on walls and trees.

The Devon Biodiversity Records Centre has prepared an inventory of biodiversity sites and potential sites in the parish 'Wildlife site resource map and species information for neighbourhood planning – Stoke Fleming 2017'. Development proposals that may impact on any of these sites will be considered against the adopted and emerging Local Plan policies including Joint Local Plan Policy DEV 28.

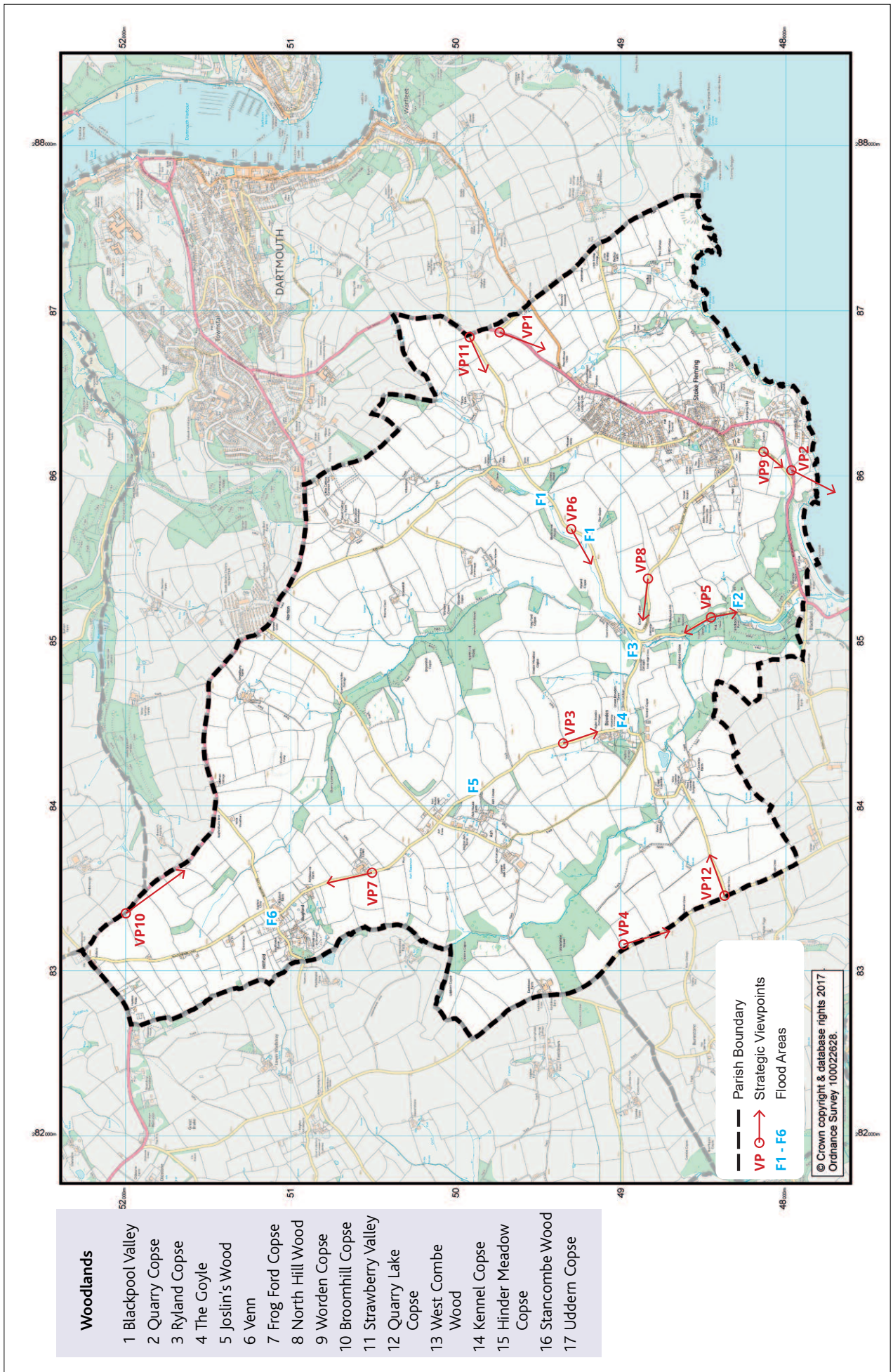


Figure 7: Locally Important Views; Flood Areas

Any development proposals that may impact on ancient woodland, aged or veteran trees or their immediate surroundings, other woodlands or high amenity trees including protected trees shall be considered against the adopted and emerging Local Plan policies including Joint Local Plan Policy DEV 30.

### 8.3.10 Policy E3 Renewable and Low Carbon Energy Generation

The development of small scale proposals for the generation of renewable and low carbon energy is supported. This includes the following technologies:

- biomass; including the coppicing of local woodland and hedgerows;
- hydro-electric power generation from local watercourses;
- domestic small scale wind turbines linked to and supplying residences, businesses and farms;
- domestic solar power with particular emphasis on utilising roof-mounted panels on agricultural buildings.

#### Policy E3

The development of small scale renewable and low carbon energy generation projects of up to 50 kW will be supported where following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and where there are no unacceptable adverse impacts.

Development proposals of small-scale renewable and low carbon energy generation must demonstrate that they will have no unacceptable adverse impacts on the South Devon AONB. All such proposals must be supported by protected species surveys and the identification of any necessary mitigation measures.

In accordance with Government guidance on Renewable Energy proposals in the Area of Outstanding Natural Beauty, and in areas close to it, where there could be an adverse impact on the protected area, will need careful consideration.

All development of small-scale renewable energy generation within the parish must demonstrate that it will have no detrimental impacts on the South Devon AONB. All proposals must be supported by protected species surveys and the identification of any necessary mitigation measures.

## 8.4 Business and Employment Policies

### 8.4.1 Objective

Development should meet the needs of the community, allowing future generations to live and work here and support the creation and maintenance of local businesses without substantially altering the character of the village and the surrounding rural areas. All development should be of a scale that is in sympathy with the surroundings.

### 8.4.2 Policy B1 Local Rural Employment

The Plan supports the Joint Local Plan Objectives S08 and S09 with respect to enabling local employment opportunities that support a thriving rural economy and policy TTV2 that supports the growth and expansion of rural business and enterprise. In addition the Plan supports the Joint Local Plan Policy Dev 15 with respect to the re-use of suitable rural buildings for employment use providing there is no detrimental effect to the environment, amenity, or traffic generation in the parish.

#### Policy B1

Conversion of redundant agricultural buildings for small-scale employment use is supported in principle, provided that:

- The scale of employment is appropriate to the accessibility of the site by public transport, cycling and walking, and the standard of local highways.
- Proposals respect the character and qualities of the landscape and the environment and include effective mitigation measures to avoid adverse effects or minimise them to acceptable levels.
- Proposals do not affect the integrity of the South Hams SAC
- Proposals do not have an unacceptable adverse impact on the South Devon AONB

## 9. Community Projects

**9.1** The projects listed in this section have been identified by the community through the engagement process. It is accepted that these are not planning policies and cannot form part of the Development Plan. However the projects reflect the aspirations of the community and should inform future development and change in the parish.

### 9.1.1 Objective

Services should be maintained and developed for the benefit of parishioners. There are many facilities in the village and these should be encouraged, maintained and extended. Residents look towards Dartmouth for most needs that cannot be met in the village (supermarkets, doctor and veterinary surgeries, cinema and concert venue, etc.) and to Exeter and Plymouth for more extensive provision. Public transport to these centres is vital to the community. Broadband is increasingly important both for individuals and for the development of businesses, as is good mobile phone coverage, which will become even more important as 4G and 5G become the norm.

## 9.2 Roads and Transport

### 9.2.1 CP1/2 Virtual Pavements

The central section of the main A372 route through the village is narrow, winding and largely without any safe place for pedestrians to walk between Ravensbourne Lane and the Post Office. The problem is particularly acute for those who live along that section, especially the elderly and families with young children. At present motorists driving through the village may come upon pedestrians on either side of the road, without warning. As the road is not wide enough for two-way traffic creation of a virtual pavement will not impede vehicular access but by regulating the movement of pedestrians will make the route safer and easier for both those on wheels and those on foot.

#### CP1 Virtual pavement, Ravensbourne Lane to Post Office

A new virtual pavement, i.e. area where it is recommended that people walk in the absence of a true pavement, delineated by markings on the surface of the road, is proposed to run from Ravensbourne Lane to the bottom of Church Road. The parish council will negotiate with Devon County Council (Highways) regarding a change to existing DCC policy.

**9.2.2** The section of the A372 between Radius 7 and Blackpool Hill is largely without provision for pedestrian traffic. The problem is most acute for those living along that stretch, both local residents and visitors staying at the Leonards Cove holiday site. Provision of a virtual pavement will enable pedestrian access to Blackpool Sands, the most important leisure facility in the parish.

#### CP2 Virtual pavement on New Road, from Radius 7 to Blackpool Hill

A new virtual pavement is proposed to run past Leonard's Cove and above Overseas. Again, the parish council will enter into negotiation with Devon County Council.

### 9.2.3 Traffic calming, Venn Lane

The part of Venn Lane that lies within the village boundary is a 20 mph zone, though the speed limit is largely ignored, especially by traffic entering from the north. The volume of traffic along Venn Lane from the A3122 to and through the village has increased and is expected to increase still further when the proposed major development at Cotton takes place.

#### CP3 Traffic calming

Working with Devon County Council, the parish council will seek to identify and implement the most effective means of speed control.

### 9.2.4 CP4 Localised Flooding

Localised flooding is a regular hazard at various sites within the parish particularly in rural areas, and can be overcome by a programme of small works and periodic regular maintenance.

### CP4 Flood prevention in rural areas

A mix of permanent improvements and regular maintenance is proposed to eliminate regular flooding at the following specific rural sites;

1. between Venn Cross and Embridge Cross, by Joslin's Wood and below The Goyle
2. Blackpool Valley, between Blackpool Mill and Mill Lane
3. between Embridge Cottages and Wallis Cottage
4. by Bowden House
5. by the entrance to Ash House
6. within Bugford

The parish council will negotiate improvements with Devon County Council, and where possible will seek funding to enable such work to be carried out at its discretion.

### 9.2.5 CP5 Street lighting

There is no street lighting on the corner at the southern end of School Road, where substantial development has taken place in recent years, and where the primary school is located. As a future aspiration additional lighting, active within specified hours, will eliminate a small but significant safety hazard.

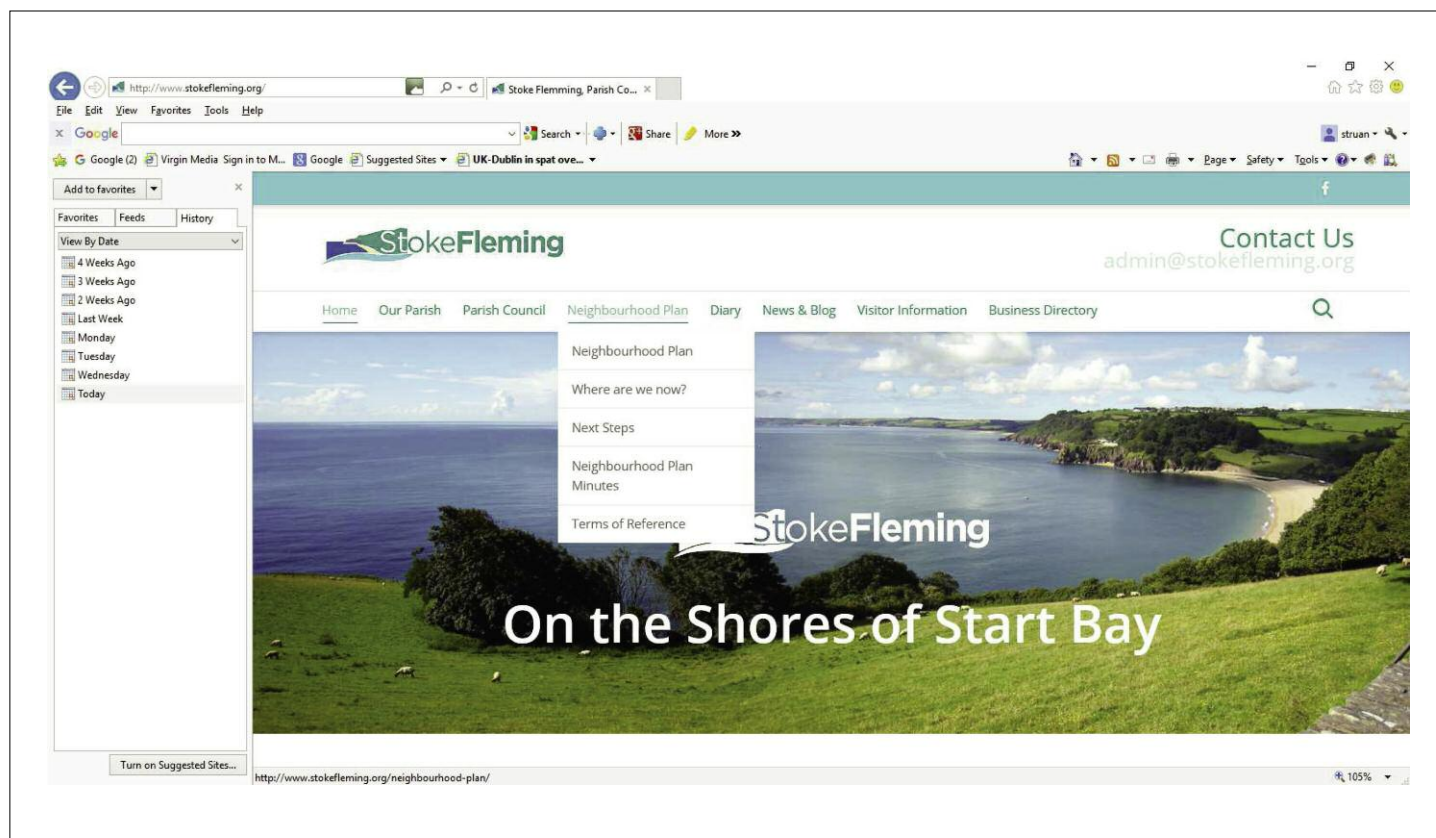
### CP5

New street lighting will be introduced between Church Road and School Road. The parish council will seek agreement with the county council to install new lighting in the area concerned.

## 9.3 Business and Employment

### 9.3.1 CP6 Website

At the start of the neighbourhood planning process the parish council commissioned the development of a new parish website, partly as a means of aiding consultation on the development of the Neighbourhood Plan, but also to be a lasting resource for local businesses and members of the community, as well as visitors to the area. The website contains a local business directory, a register of tourist accommodation and descriptions of tourist destinations within the parish and the surrounding area. The parish Council will work to improve the usefulness of this resource by developing reciprocal links with other websites in the area and publicising the website by other means.



**CP6 Website**

The website will be upgraded to improve its usefulness to residents, businesses and visitors. The local business directory will be enhanced and new links developed with complementary websites in the South Hams area in order to raise the profile of Stoke Fleming and its attractions.

**9.3.2 CP7 Tourism development**

The community benefits greatly from tourism. Visitors to the area should enjoy a quality experience. The preservation and improvement of the natural environment and character of the area is an important priority, as will be retaining and improving the range of facilities and services provided, including public transport, car parking, footpaths and communications infrastructure.

Particular encouragement will be given to tourism enterprises seeking to grow their existing business and develop new markets if they are in accordance with all other policies contained within this Neighbourhood Plan and the Plymouth and South West Devon Joint Local Plan.

**CP7 Tourism**

The natural attractions of the area that attract visitors will be protected, and the development of tourist-related businesses supported.

**9.3.3 CP8 Business support**

The retention of existing businesses, support for new enterprise and where possible the attracting of new businesses is important as a means of providing an increase in employment opportunities and to ensure the vitality and social mix in the area.

**CP8 Business Support**

The Parish Council will actively support existing businesses and the creation of new ones. The Parish Council will investigate the feasibility of creating a local business forum as means of enabling local businesses to discuss issues of common concern. The Parish Council will give support to soundly-based planning applications that will assist the growth of the local economy and to initiatives aimed at assisting local businesses to work with community organisations and to increase the use made of their services by the community if they are in accordance with all other policies contained within this Neighbourhood Plan and the Plymouth and South West Devon Joint Local Plan.

**9.4 Infrastructure****9.4.1 CP9 Communications**

The introduction of improved mobile and broadband communications facilities will be promoted.

**CP9 Communications**

The development of communications infrastructure – high speed broadband and mobile phone signal quality - will be promoted and delivery monitored, especially with the potential expansion of home working in mind.

**10. Action Plan**

**10.1** The Neighbourhood Plan contains a range of planning policies, and in addition various community projects that are not directly linked to planning.

**10.2** Some measures can be expected to come about without the active intervention of the Parish Council and/or the Neighbourhood Plan group. For example, where a site is designated for housing, with certain conditions attached, it would be normal for a developer to enter into negotiation with a landowner and if agreement was reached submit a planning application to South Hams District Council, which would deal with it, taking into account the provisions of the Neighbourhood Plan in respect of that site.

**10.3** However, a number of the planning policies and the community projects set out in the Plan could not come to fruition unless other active steps are taken to promote them. The purpose of the Action Plan is to identify the issues involved, consider what action may be required and allocate responsibility for taking that action.

## How the Vision, Objectives, Policies and Projects are linked

Vision	Objective	Policy or Project that directly addresses the Objective, or has a bearing on it
<p>"...allow for...development to meet local needs and for natural growth..."; "...and support existing and new employment and business opportunities."</p>	<p><b>1</b> Development meets the needs of the community, allowing future generations to live and work here.</p>	<p><b>H1</b> Rectory Field  <b>H3</b> In-fill &amp; self-build  <b>B1</b> Conversion of agricultural buildings  <b>CP7</b> Tourism  <b>CP8</b> Business support  <b>CP9</b> Communications</p>
<p>"...respect and protect the natural environment..."</p>	<p><b>2</b> The beauty and integrity of the landscape is respected and preserved and ecology and biodiversity are maintained and, where possible, enhanced.</p>	<p><b>E1</b> Locally important views  <b>E2</b> Local Green Spaces  <b>E4</b> Energy production &amp; renewable  <b>CP3</b> Flood prevention  <b>CP4</b> South West Coast Path</p>
<p>"...respect and protect...heritage"</p>	<p><b>3</b> The heritage of the community, consisting of historic and cultural buildings, archaeology, footpaths and landscape features is valued.</p>	<p><b>H2</b> Design quality  <b>RT1</b> Bird Walk  <b>E1</b> Locally important views  <b>E2</b> Local green spaces  <b>B1</b> Redundant agricultural buildings</p>
<p>"...maintain and enhanced the character and vitality of the village..."</p>	<p><b>4</b> People are able to move about freely, safely and pleasantly; where possible, this includes those with limited mobility.</p>	<p><b>RT1</b> Bird Walk  <b>RT2</b> Pedestrian path to School  <b>RT3</b> Car park  <b>RT4</b> Verge footpath to Swannaton  <b>CP1</b> Virtual pavement Ravensbourne to Post Office  <b>CP2</b> Virtual pavement New Road  <b>CP3</b> Flood prevention  <b>CP4</b> Southwest coast path  <b>CP5</b> Street lighting, Church Road</p>
<p>"...allow for sustainable development..."</p>	<p><b>5</b> The community and the environment are enhanced in a sustainable way by the economical use of resources so that future generations are not left with a legacy of pollution, or financial or environmental debt.</p>	<p><b>H2</b> Design quality  <b>H4</b> Adapting to climate change  <b>E4</b> Energy production &amp; renewable</p>
<p>"...maintain and develop new...services and infrastructure..."</p>	<p><b>6</b> Services are maintained and developed for the benefit of parishioners</p>	<p><b>CP6</b> Website  <b>CP9</b> Communications  <b>RT1</b> Bird Walk  <b>RT2</b> School footpath  <b>RT3</b> Car Park  <b>RT4</b> Verge footpath to Swannaton</p>
<p>"...maintain and develop new community facilities..."</p>	<p><b>7</b> Facilities enabling personal and community development are promoted.</p>	<p><b>E2</b> Local Green Spaces  <b>CP6</b> Website  <b>CP7</b> Tourism  <b>CP8</b> Business support  <b>CP9</b> Communications</p>



## 10.4 Planning Policies

### 10.4.1 Policy RT2 Footpath, Rectory Lane to School Road

The footpath will be delivered as part of the housing development under Policy H1 with a new link across the Devon bank to the safeguarded passage through the housing development on School Road.

### 10.4.2 Policy RT3 Car Park, between Old Road and Mill Lane

This requires completion of negotiations, following agreement in principle, between the owners of the land, the Parish Council, SHDC (which owns the existing adjacent car parking bays) and Devon Highways. The possibility of exposure to business rates has to be examined, as does liability for ongoing management and maintenance.

### 10.4.3 Traffic calming, Venn Lane

Discussions with Devon Highways are required and possibly traffic studies to determine the scale and nature of the problem before remedial measures can be decided upon. The proposed major development at Cotton is likely to aggravate the problem, but could lead to S106 funding to meet the cost of calming measures.

### 10.4.4 Policy RT4 Verge footpath towards Swannaton

The Parish Council has offered its support to the Dart Area Landscape Access Group, which has taken the lead on the project, and will actively help facilitate it if called upon to do so.

## 10.5 Community Projects

### 10.5.1 Policies CP1 and CP2 Virtual pavements

The Parish Council is making representations to Devon Highways with a view to seeking exemption from their normal policy, which opposes creating additional virtual pavements on the grounds that they create a false sense of security for pedestrians. The council's case, which is summarised in CP1 and CP2, is being developed and will be presented to Devon Highways.

### 10.5.2 Policy CP3 Flood prevention in rural areas

The Parish Council has begun discussions with Devon Highways.

### 10.5.3 Policies CP6, CP7, CP8 and CP9 Website, Tourism Development, Business Support and Communications

The Parish Council will invest in the further development of the website that was created in 2014. It will investigate the feasibility of bringing about a local business forum.

## 11. Monitoring and Review

**11.1** Stoke Fleming Neighbourhood Plan (the Plan) will continue to align its objectives with the strategic aims and the needs and priorities of the wider local area.

**11.2** Whilst the Plan is in general conformity with the evolving strategic policies of the Joint Local Plan, the Council recognises that in the event of the Plan being established in advance of the Joint Local Plan it may be necessary to review this Neighbourhood Plan to satisfy some requirement of the Joint Local Plan.

**11.3** This Neighbourhood Plan has been developed to plan sustainable growth for the period of up to 2035. A formal review process in consultation with the community and Local Planning Authority will be undertaken every five years, to ensure the Plan is still current and remains a positive planning tool to deliver sustainable growth.

## Other Sites

Sites not considered suitable at this time for inclusion as preferred sites were:

### **Deer Park** (Site SH\_51\_16\_16)

Deer Park sits at the northern perimeter of the village. It consists of 45 permanent homes that form Deer Park Village, a caravan park and camping ground with 90 “pitches” and the former Deer Park Inn, due to be replaced with apartments occupying the same footprint. Deer Park Village sits well back from the road, as is the caravan park, and the site of the former Deer Park Inn is the most prominent part when viewed from the road.

There has been long-standing concern that the present entrance to, and more importantly exit from, Deer Park lies on a blind bend on the A379. It was thought that limited development on part of the site might be acceptable if the entrance could at the same time be moved to a safer location just beyond the blind bend. Any development would have to take place at the rear of the site, be well screened to avoid detrimental effect to the strategic view of the village and Start Bay from the A379 near Redlap Road, and avoid any reduction to the number of caravan pitches. With the closure of the caravan park at Cotton on the northern edge of the parish, the Deer Park caravan park's importance as a tourism asset has substantially increased.

Development of the entire Deer Park site would:

- far exceed the requirement for new homes during the life of the Neighbourhood Plan.
- detract greatly from the strategic view from the north of the village, and surrounding part of the AONB.
- result in a substantial increase in the volume of traffic using the entrance and exit which even if moved would probably require the introduction of traffic management measures in the form of a roundabout or traffic lights and might be opposed by DCC Highways.

### **Land at School Road** (Site SH\_51\_12\_13)

The site sits between Mill Lane and the Community Primary School, to the west of School Road. It was offered for development and adjudged by SHDC to be subject to limited constraints. It was also considered by the Neighbourhood Plan steering group. This site was allocated within the South Hams Development Plan Document 2011 (as site RA22) and despite many objections and reservations expressed by the Parish Council and community housing and care development was granted planning permission in 2017.

### **Land at Glebe Farm** (Site SH\_51\_11\_13)

The site lies to the west of Venn Lane on the periphery of the village and is screened from the road by high hedges. Development here would greatly diminish the rural character of this boundary. The flow of traffic on Venn Lane is already considered a substantial problem and traffic management measures are desirable (see Policy RT5). Traffic entering the village at the northern end of Venn Lane has already increased substantially because of holidaymakers' reliance on satnav to get from the A3122 to the beaches along the coast, and traffic is expected to increase still further when the major development at Cotton takes place. At the southern end of the part of Venn Lane that lies within the village entry and access is possible only through Cinders Lane and Ravensbourne Lane, neither of which is wide enough for two-way traffic.

Further development along Venn Lane, which has had to accommodate major developments in recent decades, should be avoided unless and until the connections to the A379 are improved and/or a link road to School Road created.

Land at School Road between Old Road and Mill Lane  
This site has been allocated for development as a much-needed car parking area only. Parking within the central areas of the village is limited and difficult and causes difficulties on Church Road, School Road and Rectory Lane. Lack of parking facilities limits access to the shop/post office, pub and church, as well as the bowling club and youth club, thus affecting the viability of important community facilities.

In addition, any housing development on the site would be highly visible from the A379 between Strete and Blackpool and would affect strategic views across the AONB and Undeveloped Coast, as well as altering the character of the village when viewed externally. The view at present is dominated by the tower of St Peter's church and the surrounding high pine trees. New housing on the south-facing slope outside the limits of the existing settlement would be intrusive.

**Land at Cotton Farms** (Sites SH\_51\_03\_08\_13 and SH\_05\_13\_16)

The sites are the subject of separate discussions as part of the Joint Local Plan process between the Parish Council, Dartmouth Town Council, the District Council and the Developer. The sites lie within the Parish however they principally form part of the growth of Dartmouth and fall outside the projected growth of Stoke Fleming Village.

The proposals would be an enlargement of the approved Cotton development and fall outside the existing DPD (Development Plan Documents) boundary. Extension of the DPD boundary would involve building on the south-facing slope towards the rural valley that lies below, bringing it very noticeably within sight of the village of Stoke Fleming and substantially altering the strategic views across the northern part of the AONB and towards the skyline of Dartmoor National Park in the vicinity of Hay Tor.

Development would inevitably further increase traffic along the rural parts of Venn Lane, a single track road with few passing places on the stretch between Venn Cross and the village and where visibility at junctions is severely restricted. It would increase through traffic within a part of the village that does not have the transport infrastructure to support it, the only access at the southern end being Cinders Lane and Ravensbourne Lane, also too narrow to accommodate two-way traffic.

**Site SH 51 02 08/13 Field 0048, School Road.**

This site was considered suitable for development in the pre-submission draft of the Plan however since its inclusion planning permission has been granted for housing and care provision at School Road (Site SH\_51\_12\_13) In view of the representations made by the community against further development in School Road and that the housing requirement of this plan and the Joint Local Plan will be met by site H4, it was agreed to remove this site from the plan.

## Green and Open Spaces, Sport and Recreation Plan

### 1 Aim

The parish council, through the Steering Group responsible for the development of the Stoke Fleming Neighbourhood Plan, will consult with existing clubs, organisations and users to gather into a Parish Open Space, Sport and Recreation Plan (OSSR Plan) proposed projects within the parish for open space, sport and recreation. The Plan will prioritise projects, to assist with targeting existing funding and resources, and to identify future projects and requirements which may result from increased housing development.

### 2 Introduction

South Hams District Council (SHDC) requests contributions from new housing development towards new and improved OSSR facilities where it is considered that a development

will have significant impacts on the local area. These contributions are secured through Section 106 (s106) legal agreements between Local Planning Authorities and developers and linked to planning permissions, and are based on policy requirements set out within the SHDC Core Strategy (2006 - policy DP8) and the associated SHDC Open Space, Sport and Recreation SPD (2006).

The collection and use of s106 funds are dictated by the Community Infrastructure Levy (CIL) Regulations 2012. The purposes to which the funds are applied must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

### 3 Current OSSR provision including existing quantity, quality and access shortfalls

Type of open space and policy standard	Existing provision within parish	Quantity shortfalls	Quality shortfalls	Access shortfalls
Parks and gardens	Garden, Rectory Lane	One dedicated park area of reasonable size	The only existing garden is small and in a poor location so little used	
Accessible natural spaces	There are no accessible natural spaces i.e. nature reserves, accessible woodland, community orchards etc	n/a	n/a	Permissive access to woodland
Greenways	The Bird Walk South West Coast Path Riversbridge to Worden Mill Lane Shady Lane to Rock Vale Venn Lane to Thorn	Verge footpath from Deer Park towards Swannaton	The Bird Walk requires substantial improvement and maintenance	None
Outdoor sports facilities	The Playing Field - football, general sports and recreation, petanque Cricket ground Bowling green	None	None	None
Indoor sports facilities	The Village Hall - badminton, table tennis, short mat bowls Youth Club	None	The Youth Club requires investment in facilities and improved management	Only one public venue, which is heavily used for both sport and recreation
Play facilities	Children's play area, Playing Field Small green space, School Road	Substantial open space is required close to new housing developments	The Playing Field remains the only quality open space	None
Other recreational facilities	Allotments, School Lane	None	None	Permissive use only
Cemeteries	St Peter's churchyard	None at present	None	None
Beaches	Blackpool Sands	None	None	Privately owned

The Parish OSSR Plan is a clear method of reflecting evidence of need and community aspirations when pulling together into one place the project/facility requirements of a community.

Consultation with local sports clubs, community groups and parish residents ensures the plan is robust and compliant with legal requirements. The Plan also incorporates a requirement for review and updating, to ensure it can continue to be used as an up to date evidence base.

#### 4 Existing organised activities/teams

Football Club  
Cricket Club  
Bowling Club  
Petanque Club  
Youth Club  
Table tennis  
Badminton  
Short Mat Bowls

Medau  
Pilates  
Stretch Class  
Horticultural and Sports Society  
Start Bay Performers  
Loam Rangers  
Craft Club  
Mother Union  
Probus Club  
Wednesday Ladies  
Charitable Ladies  
Culture Club  
Yoga for the mature  
Open the Book  
Music with Mummy  
Friends of the Library  
U3A - archery  
U3A -Maj Jong  
U3A - Singing for Pleasure

Details about these organisations can be found on the Parish website at [www.stokefleming.org](http://www.stokefleming.org)

#### 5 Requirements for improved or new facilities needed to meet existing quantity/quality/accessibility shortfalls, and anticipated future demand from additional housing development

Shortfall/ Issue	Site/location/ facility name	Project description	Evidence of need and community support	Site/facility owner, project lead and partners	Cost	Funding
Footpaths	The Bird Walk	See page 20	Community consultation	The owners of Stoke Lodge Hotel The owners of Farwell House Exeter diocese DCC SFPC Developer		s106
	Verge footpath	See page 22	Community consultation	Landowner SFPC DCC		
Indoor sports & recreation	Youth Club	See above	Requests from members	Youth Club SFPC		SFPC; fundraising

#### 6 Park and play area, School Road

(Deleted – this would have formed part of the site H3 that has been deleted as a result of planning permission being granted elsewhere on School Road.)

#### 7 The Bird Walk

Improvements to connections within the village are a key aspect of the SFNP, and of these none is as important than

improving the Bird Walk. It forms the only safe pedestrian link between the northern and southern halves of the settlement. The Plan envisages some widening of the path in order to achieve a consistent width throughout its length, removal of some adjacent trees and their roots to provide more natural light and create an even surface, and re-fencing to improve visual appeal and provide security for the owners of adjoining properties.

Funding would come from the development of Site H3,

access to which is conditional upon agreement with the owner of the properties on either side of the Bird Walk. Development of H3 would be conditional on the agreement of the owners to the above measures, and would involve the cooperation of the parish council and Devon County Council, which is responsible for the upkeep.

## 8 Verge footpath

The Dart Area Landscape Access Group has secured funding for the creation of a footpath from the northern perimeter of the village towards Swannaton, linking with an existing right of way to complete a pedestrian route to Dartmouth via Jawbones Hill.

## 9 Projects priority list

Based on an objective assessment of relative need and reflecting the priorities of the community as a whole, the projects have been prioritised in order to assist with prioritising the spend of any existing s106 funds which have already been secured, and assist in the future with identifying local priority projects if development proposals are received.

The priority for s106 funding is the Bird Walk

The other projects would not involve s106 funding

## 10 Review of Parish OSSR Plan

In order to enable the OSSR Plan to be used as a robust evidence base with which to secure developer and external funds will depend on how up-to-date the document is. It therefore will require periodic review in line with the five-yearly reviews to the SFNP.

## 11 Local Green Spaces Assessment

A number of green open spaces are proposed for designation. The proposed extent of the possible Local Green Spaces is shown on Figure 4. The locations of important views are indicated on Figure 6.

As indicated in the responses from the Choices for Change and subsequent consultations, if these sites are designated they will help to allay the fears of the parishioners regarding over-development, so hold a special value to the community of Stoke Fleming.

A. Each potential site has been evaluated against Paragraphs 76 and 77 of the National Planning Policy Framework (see <https://www.gov.uk/government/publications/national-planning-policy-framework--2>).

All these potential sites are:

- Are in reasonable close proximity to the village
- Are local parcels of land, not extensive tracks
- Their significance to the parish is, namely;
- Beauty and tranquility,
- Historic significance,
- Passive and active recreational value,
- High environmental quality, the richness of habitats and wildlife
- Safeguard local food production;
- To maintain the open character of the parish;
- The historic landscape setting of settlement is retained;
- Strategic views across the parish are safeguarded;
- Prevent coalescence of different parts of the village.

B. Reference has also been made to South Hams Landscape Character Assessment, see:

[http://www.devon.gov.uk/index/environmentplanning/natural\\_environment/landscape/devon-character-areas/dca-south-hams/dca-53.htm](http://www.devon.gov.uk/index/environmentplanning/natural_environment/landscape/devon-character-areas/dca-south-hams/dca-53.htm)

This states that the overall strategy for South Hams, (of which Stoke Fleming is a part) is:

*“To protect the high scenic quality associated with the South Devon AONB, and to sustain the area’s important nature conservation sites, and historic settlement. The shingle beach, and freshwater lagoon are well managed and their resilience to climate change is enhanced where feasible. Recreation is encouraged, but a good balance between recreation and conservation is retained. The wider plateau landscape and gentle combs are actively managed and hedge banks sensitively protected and repaired. Development of villages and nearby urban areas, notably Dartmouth, is sensitively designed and sited to minimise its intrusion and to protect historic character and form of settlement.”*

Amongst concerns highlighted in this Landscape Character Assessment are:

1. Linear development along the A379 undermining the distinctive identity of villages.

2. Growth of historic villages resulting in loss of nucleated form and character e.g. Stoke Fleming.
3. Potential development pressures associated with villages and nearby urban areas, notably Dartmouth.

Specific objectives mentioned were to:

- Protect the undeveloped character of Slapton Bay (beach, and freshwater lagoon and surrounding combs and hills) ensuring that any limited new development in the area respects the scale and horizontal emphasis of the landscape.
- Protect the settlement pattern of nucleated villages, hamlets, farms and houses.

Designation of these sites would help to meet these objectives.

C. Reference has also been made to the ANOB Management plan (see [www.southdevonaonb.org.uk/.../aonb-management-plan](http://www.southdevonaonb.org.uk/.../aonb-management-plan))

This plan states that:

"Plan/P1 Plan-making

Planning policies will give great weight to the purpose of conserving and enhancing the natural beauty and special qualities of the South Devon AONB; while supporting small scale development that is appropriate to its setting, is in keeping with its character, and meets the economic and social needs of local communities".

D. An additional reason for designation of these sites is that all future development within the parish must also demonstrate that it will not affect the integrity of the South Hams Special Areas of Conservation "SAC", both current and future designations:

"Development that results in the loss of these green spaces or that results in any harm to their character, setting, accessibility, appearance, general quality or amenity value would only be permitted if the community would gain equivalent benefit from the provision of suitable replacement green space or gain significant social, economic or environmental benefits from an alternative facility."

Designation of these site would therefore offer protection from future inappropriate development.

E. All potential sites have been included in the consultation process for the parish. Additional qualities and reasons for proposed designation of the Local Green Spaces identified are:

1. Recreation Ground / Playing Fields. This site is central in the village and is currently used by the Football and Petanque clubs on a regular basis, dog and recreational walkers, and contains the children's playground.
2. Bowling Green. Currently used by the Bowling Club, so safeguards current and future recreational activity, strong amenity value.
3. School Playing fields. Provides existing and future amenity value for pupils, improves health and wellbeing, and maintains open character of the parish.

In addition to these sites the NP considered 5 additional sites in the parish for potential designation, all for the reasons previously stated. However, the NP Steering Group was unable to persuade the relevant landowners of the value to the parish of designation so these sites are included here for information and completeness only as they all formed part of the consultations that have taken place with the parish.

4. Land west of School Road between Mill Lane and the school. This site is currently pasture and the green use prevents coalescence with previous and current development in this area. It provides a sense of an open area in what otherwise is urban development. It also protects locally important views west of the Parish. Parishioners who stated a preference are against additional development in this area of the village.
5. Field above Overseas. This site is currently pasture and is situated at the entrance to the village from the East so will help maintain the open character of the parish. It will also protect important views west of the Parish.
6. Field SW of proposed new car park. This site provides beautiful views over Start Bay and beyond, and maintains the historical landscape setting of the parish.
7. Cricket Field. Currently used by the Cricket Club so an existing amenity and safeguards current and future recreational activity.
8. Allotments. Currently used by a number of parishioners so an active recreational asset and small but important food production area.

## Evidence Base

### 1 External Evidence

Evidence	Link
Affordable Housing SHDC's Devon Home Choice Register	<a href="https://www.devonhomechoice.com/">https://www.devonhomechoice.com/</a>
Stoke Fleming NDP Strategic Environmental Assessment	<a href="http://www.stokefleming.org/neighbourhood-plan/">http://www.stokefleming.org/neighbourhood-plan/</a>
Stoke Fleming Wildlife Resources Report	<a href="http://www.stokefleming.org/neighbourhood-plan/">http://www.stokefleming.org/neighbourhood-plan/</a>
Stoke Fleming Neighbourhood Plan Health Check	<a href="http://www.stokefleming.org/neighbourhood-plan/">http://www.stokefleming.org/neighbourhood-plan/</a>
Biodiversity Conservation (Natural Habitats & c) Regulations, 1994 (as amended). Reference	<a href="http://www.jncc.defra.gov.uk/page-1379">www.jncc.defra.gov.uk/page-1379</a>
Planning Policy Statement 9: Biodiversity and Geological Conservation	<a href="http://webarchive.nationalarchives.gov.uk/20120919132719/www.communities.gov.uk/archived/publications/planningandbuilding/pps9">http://webarchive.nationalarchives.gov.uk/20120919132719/www.communities.gov.uk/archived/publications/planningandbuilding/pps9</a>
ODPM Circular 06/2005	<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7692/147570.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7692/147570.pdf</a>
Planning for a healthy environment - good practice guidance for green infrastructure and biodiversity (2012)	<a href="http://www.tcpa.org.uk/data/files/TCPA_TWT_GI-Biodiversity-Guide.pdf">www.tcpa.org.uk/data/files/TCPA_TWT_GI-Biodiversity-Guide.pdf</a>
Countryside and Rights of Way Act 2000	<a href="http://www.jncc.defra.gov.uk/page-1378">www.jncc.defra.gov.uk/page-1378</a>
Planning Policy Statement 9: Biodiversity and Geological Conservation	<a href="http://webarchive.nationalarchives.gov.uk/20120919132719/www.communities.gov.uk/archived/publications/planningandbuilding/pps9">http://webarchive.nationalarchives.gov.uk/20120919132719/www.communities.gov.uk/archived/publications/planningandbuilding/pps9</a>
ODPM Circular 06/2005	<a href="https://www.gov.uk/government/publications/biodiversity-and-geological-conservation-circular-06-2005">https://www.gov.uk/government/publications/biodiversity-and-geological-conservation-circular-06-2005</a>
circular-06-2005	<a href="http://www.gov.uk/guidance/countryside-hedgerows-regulation-and-management">www.gov.uk/guidance/countryside-hedgerows-regulation-and-management</a> ,
Census Data	<a href="http://www.ons.gov.uk/census/2011census">www.ons.gov.uk/census/2011census</a>
Council tax bands	<a href="http://www.gov.uk/government/organisations/valuation-office-agency">www.gov.uk/government/organisations/valuation-office-agency</a>
Conservation Area	<a href="http://www.gov.uk/council-tax-bands">www.gov.uk/council-tax-bands</a>
Listed buildings	<a href="http://southhams.gov.uk/article/3587/Conservation-Area-Appraisals--Management-Plans">http://southhams.gov.uk/article/3587/Conservation-Area-Appraisals--Management-Plans</a>
Demographics	<a href="http://www.britishlistedbuildings.co.uk/england/devon/stoke+fleming">www.britishlistedbuildings.co.uk/england/devon/stoke+fleming</a>
Department for Transport, Manual for Streets, 2007	<a href="http://www.rsnonline.org.uk/community-planning-pages/neighbourhood-planning-in-south-hams">www.rsnonline.org.uk/community-planning-pages/neighbourhood-planning-in-south-hams</a>
Devon County Council, Planning - Highways Development Management Advice, 2008	<a href="http://www.ons.gov.uk/census/2011census">www.ons.gov.uk/census/2011census</a>
Dwellings data	<a href="http://www.gov.uk/government/publications/manual-for-streets">www.gov.uk/government/publications/manual-for-streets</a>
Historic buildings/scheduled monuments	<a href="http://www.devon.gov.uk/highways-standingadvice.pdf">www.devon.gov.uk/highways-standingadvice.pdf</a>
Later life in rural England, Age UK, 2015	<a href="http://www.ons.gov.uk/ons/index.html">www.ons.gov.uk/ons/index.html</a>
Listed buildings	<a href="http://www.historicengland.org.uk/">www.historicengland.org.uk/</a>
	<a href="http://www.ageuk.org.uk/health-wellbeing/rural/">www.ageuk.org.uk/health-wellbeing/rural/</a>
	<a href="http://www.britishlistedbuildings.co.uk/england/devon/stoke+fleming">www.britishlistedbuildings.co.uk/england/devon/stoke+fleming</a>



Evidence	Link
Local housing need survey summary included in Housing Section of Plan	<a href="http://www.southhams.gov.uk/shdcwebmappingnew/map.aspx">southhams.gov.uk/shdcwebmappingnew/map.aspx</a>
Evidence Link	<a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=12176&amp;p=0">www.southhams.gov.uk/CHttpHandler.ashx?id=12176&amp;p=0</a> <a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=12180&amp;p=0">habitat designations http://www.southhams.gov.uk/CHttpHandler.ashx?id=12180&amp;p=0</a> <a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=12181&amp;p=0">http://www.southhams.gov.uk/CHttpHandler.ashx?id=12181&amp;p=0</a> <a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=12182&amp;p=0">http://www.southhams.gov.uk/CHttpHandler.ashx?id=12182&amp;p=0</a>
Maps showing conservation area, AONB, TPOs, listed buildings mapping	<a href="http://www.southhams.gov.uk/shdcwebmappingnew/map.aspx">southhams.gov.uk/shdcwebmappingnew/map.aspx</a> <a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=12176&amp;p=0">www.southhams.gov.uk/CHttpHandler.ashx?id=12176&amp;p=0</a> <a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=12180&amp;p=0">habitat designations http://www.southhams.gov.uk/CHttpHandler.ashx?id=12180&amp;p=0</a> <a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=12181&amp;p=0">http://www.southhams.gov.uk/CHttpHandler.ashx?id=12181&amp;p=0</a> <a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=12182&amp;p=0">http://www.southhams.gov.uk/CHttpHandler.ashx?id=12182&amp;p=0</a> <a href="http://www.gov.uk/government/publications/national-planning-policy-framework--2">www.gov.uk/government/publications/national-planning-policy-framework--2</a> <a href="http://www.nomisweb.co.uk/">www.nomisweb.co.uk/</a>
National Planning Policy Framework	<a href="http://www.gov.uk/government/publications/national-planning-policy-framework--2">www.gov.uk/government/publications/national-planning-policy-framework--2</a>
Official labour market statistics	<a href="http://www.nomisweb.co.uk/">www.nomisweb.co.uk/</a>
Population data	<a href="http://www.ons.gov.uk/ons/taxonomy/index.html?nscl=Population#tab-data-tables">www.ons.gov.uk/ons/taxonomy/index.html?nscl=Population#tab-data-tables</a>
South Hams Core Strategy	<a href="http://www.rsnonline.org.uk/community-planning-pages/neighbourhood-planning-in-south-hams">www.rsnonline.org.uk/community-planning-pages/neighbourhood-planning-in-south-hams</a>
South Hams Local Development Framework	<a href="http://www.southhams.gov.uk/article/3234/The-Development-Plan">www.southhams.gov.uk/article/3234/The-Development-Plan</a>
South Hams Strategic Housing Market Assessment	<a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=3672&amp;p=0">www.southhams.gov.uk/CHttpHandler.ashx?id=3672&amp;p=0</a>
Strategic Flood Risk Assessment	<a href="http://www.southhams.gov.uk/article/4333/Strategic-Housing-Market-Needs-Assessment">www.southhams.gov.uk/article/4333/Strategic-Housing-Market-Needs- Assessment</a>
Strategic Housing Land Availability Assessment	<a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=2722&amp;p=0">www.southhams.gov.uk/CHttpHandler.ashx?id=2722&amp;p=0</a>
Strategic Transport Plans	<a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=10585&amp;p=0">www.southhams.gov.uk/CHttpHandler.ashx?id=10585&amp;p=0</a>
The emerging Joint Local Plan for Plymouth and South West Devon	<a href="http://www.southhams.gov.uk/CHttpHandler.ashx?id=2730&amp;p=0">www.southhams.gov.uk/CHttpHandler.ashx?id=2730&amp;p=0</a> <a href="http://www.devon.gov.uk/south_hams_district_council.pdf">http://www.devon.gov.uk/south_hams_district_council.pdf</a> <a href="https://new.devon.gov.uk/publictransportbudget/files/2015/06/Amended-service">https://new.devon.gov.uk/publictransportbudget/files/2015/06/Amended-service</a> <a href="https://new.devon.gov.uk/publictransportbudget/files/2015/06/Amended-service-">https://new.devon.gov.uk/publictransportbudget/files/2015/06/Amended-service-</a> <a href="http://www.southhams.gov.uk/jointlocalplan">www.southhams.gov.uk/jointlocalplan</a>

## Listed Buildings and Structures in Stoke Fleming - Source British Listed Buildings

There are 39 listed structures, of which 29 (or some 4.7% of total housing stock) are classified as dwellings, within the parish of Stoke Fleming. Some building names may be abbreviated or partial; this is how they are recorded in the original register.

- **Ashbourne Farmhouse Including Outbuilding**

**Adjoining East** Grade II

Stoke Fleming, Devon

- **Barn and Cart Shed Immediately East of Riversbridge Farmhouse** Grade II

Embridge Hill, Stoke Fleming, Devon

- **Barn and Former Cider House About 20 Metres S.E. of West Combe Farmhouse** Grade II

Stoke Fleming, Devon

- **Bay House Including Front Garden Wall Adjoining South West** Grade II

Church Road, Stoke Fleming, Devon

- **Blackpool Bridge** Grade II

Stoke Fleming

- **Blackpool Cottage Including Outbuilding Adjoining North West** Grade II

Blackpool Valley Road, Stoke Fleming, Devon

- **Blackpool House** Grade II

Blackpool Valley Road, Stoke Fleming, Devon

- **Bowden House** Grade II

Stoke Fleming

- **Bridge About 30 Metres South East of Riversbridge Farmhouse** Grade II

Embridge Hill, Stoke Fleming, Devon

- **Church of St Peter** Grade II\*

Old Road, Stoke Fleming, Devon

- **Churchyard Gateway and Walls North and West of Church of St. Peter** Grade II

Church Road, Stoke Fleming, Devon

- **Dark Hole Farmhouse (St. Leonard's Cove Caravan Park)** Grade II

New Road, Stoke Fleming, Devon

- **Farwell House and East Farwell** Grade II

Rectory Lane, Stoke Fleming, Devon

- **Former Stables and Coach House Immediately West of London Inn** Grade II

Church Road, Stoke Fleming, Devon

- **Garden Wall Adjoining East of West Combe Farmhouse** Grade II

Stoke Fleming, Devon

- **Gate-Piers, Gate and Garden Wall to West and West South West of Sanders** Grade II

Old Road, Stoke Fleming, Devon

- **George Parker Bidder Monument About 5 Metres South of Tower of Church of St. Peter** Grade II

Old Road, Stoke Fleming, Devon

- **Great Combe** Grade II

Stoke Fleming, Devon

- **Hillfield Farmhouse** Grade II

Bugford Lane, Stoke Fleming, Devon

- **Kitchen Garden Walls Immediately West and South West of Riversbridge Farmhouse** Grade II

Embridge Hill, Stoke Fleming, Devon

- **London Inn** Grade II

Church Road, Stoke Fleming, Devon

- **Lower Ash Cottage** Grade II

Stoke Fleming, Devon

- **Lower Ash Farmhouse** Grade II

Stoke Fleming, Devon

- **Milestone About 125 Metres North North East of Pound House Farmhouse Grid Ref. 867494** Grade II

B3205, Stoke Fleming, Devon

- **Milestone About 150 Metres South South West of Sanders** Grade II

New Road, Stoke Fleming, Devon

- **Mounting Block Immediately North East and Garden Walls Immediately to the East, South and South West of Bowden House** Grade II

Stoke Fleming, Devon

- **Pair of Outbuildings Immediately West of Blackpool House** Grade II

Blackpool Valley Road, Stoke Fleming, Devon

- **Riversbridge Farmhouse Including Front Garden Area Wall to South** East Grade II

Embridge Hill, Stoke Fleming, Devon

- **Sanders** Grade II

Old Road, Stoke Fleming, Devon

- **Shippon About 30 Metres North East of Riversbridge Farmhouse** Grade II

Embridge Hill, Stoke Fleming, Devon

- **Shippon Immediately North of Riversbridge Farmhouse** Grade II

Embridge Hill, Stoke Fleming, Devon

- **Stables About 15 Metres North East of Riversbridge Farmhouse** Grade II

Embridge Hill, Stoke Fleming, Devon

- **Stables and Coach House Immediately North North East of Bowden** Grade II  
Stoke Fleming, Devon
- **The Green Dragon Public House** Grade II  
Church Road, Stoke Fleming, Devon
- **The Old House Including Garden Boundary Walls adjoining South West and North East** Grade II  
Dartmouth Hill, Stoke Fleming, Devon
- **War Memorial About 20 Metres North of Church of St. Peter** Grade II  
Church Road, Stoke Fleming, Devon
- **West Combe Farm House** Grade II  
Stoke Fleming
- **Woodbury Farmhouse** Grade II  
Stoke Fleming
- **Woodside** Grade II  
Blackpool Valley Road, Stoke Fleming, Devon

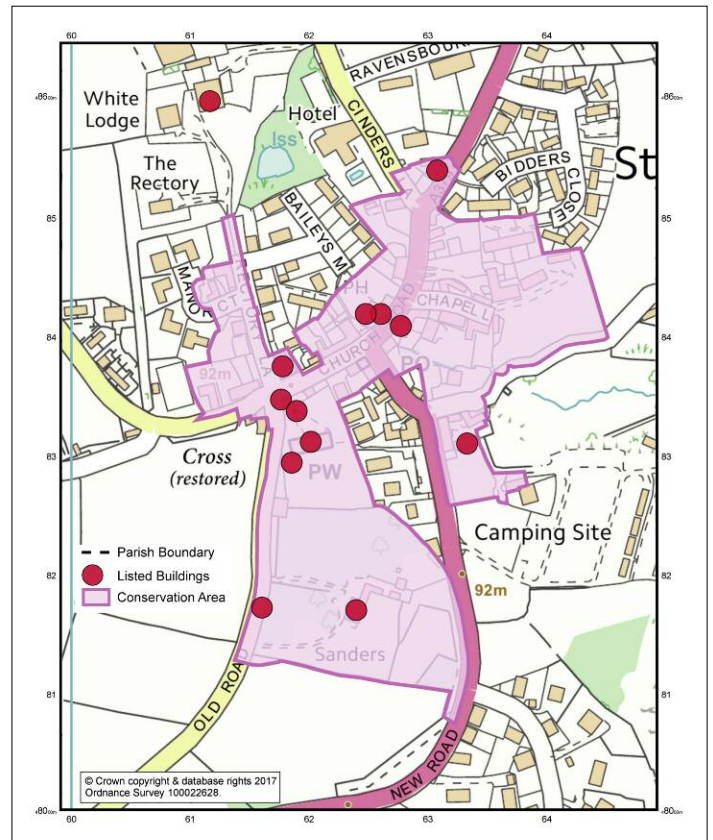


Figure 8: Conservation area

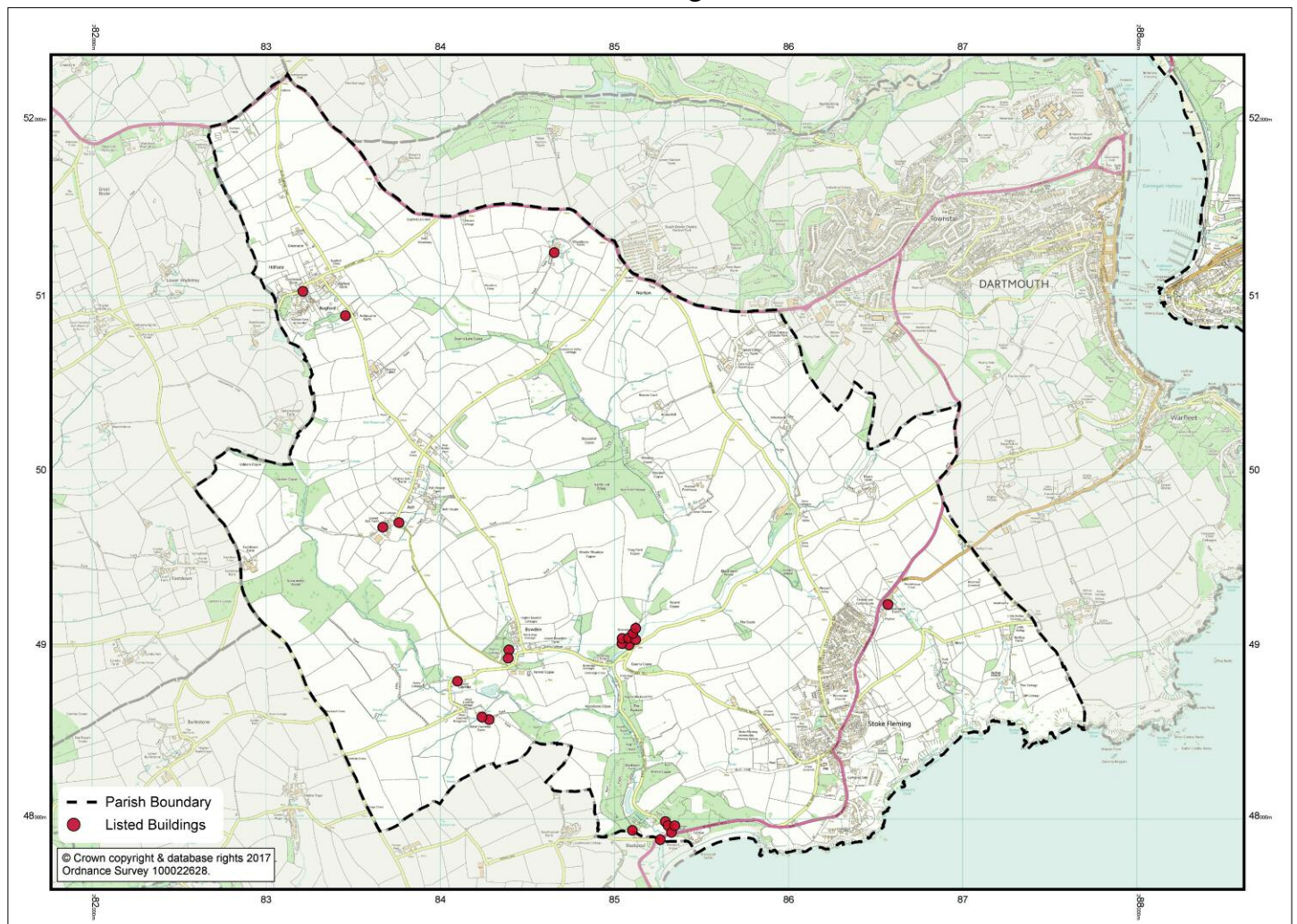


Figure 9: Listed buildings

## 2011 Census details

### Stoke Fleming Parish

#### PEOPLE

By age: -	
0-15	130
16-24	66
25-44	128
45-64	337
65 and over	358
<b>Total people in 2011</b>	<b>1,019</b>

By occupation: -	
Employed full-time	156
Employed part-time	81
Self-employed	166
Other	18
Total people working in 2011	421
Unemployed	10
Retired	392
School/student/other	196
<b>Total people in 2011</b>	<b>1,019</b>

By type of occupation: -	
Agriculture	25
Accommodation	56
Wholesale & Retail (incl. vehicles)	87
Construction	42
Professional, mgt, admin	89
Education	29
Health & social	42
Arts & entertainment	21
Other (balancing figure)	30
<b>Total people working in 2011</b>	<b>421</b>

Travel to work by:	
Work mainly at home	86
Car/van	262
On foot	38
Train/bus/coach	14
Motorbike/scooter/bicycle	15
Other	6
Total people working in 2011	421
Not in employment	598
<b>Total people in 2011</b>	<b>1,019</b>

Live in the following type of dwelling: -	
Detached	580
Semi	262
Terrace	86
Flat/similar	32
Temporary	59
<b>Total people in 2011</b>	<b>1,019</b>

#### PEOPLE & PROPERTIES

No of households	480
Dwellings not occupied f/time*	97
<b>Total of dwellings</b>	<b>577</b>

\* is a balancing number

Tenure	
Owned/mortgaged	369
Socially rented	43
Shared ownership	5
Private rented	52
Living rent-free	11
<b>No of households</b>	<b>480</b>

2 Original Research

See Consultation statement for items A - E.

A Data from consultations in May and June 2014

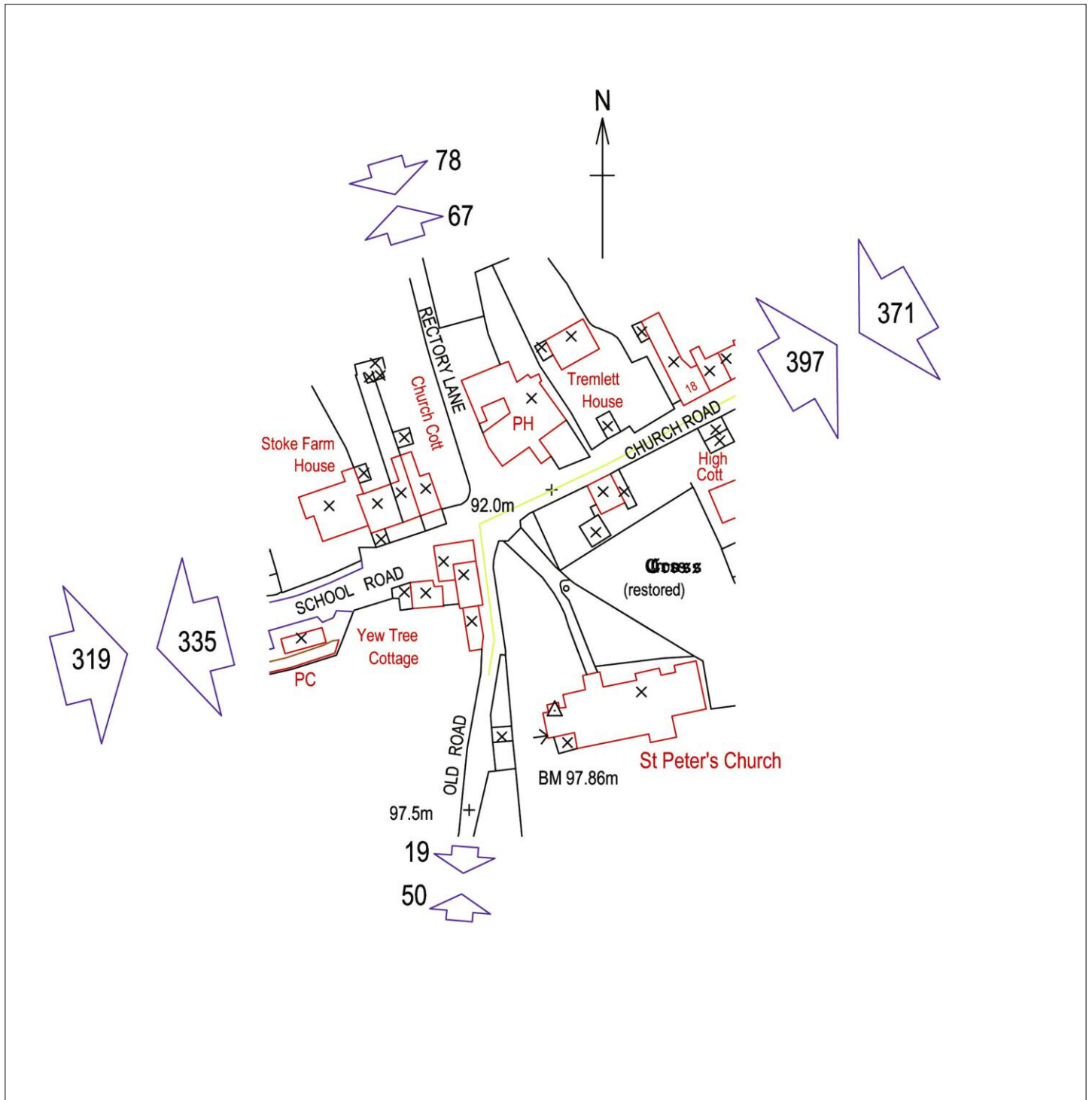
B Data from responses to Choices for Change, April 2015

C Data from household survey, April 2015

D Data from rural community, business and agricultural surveys, July 2015

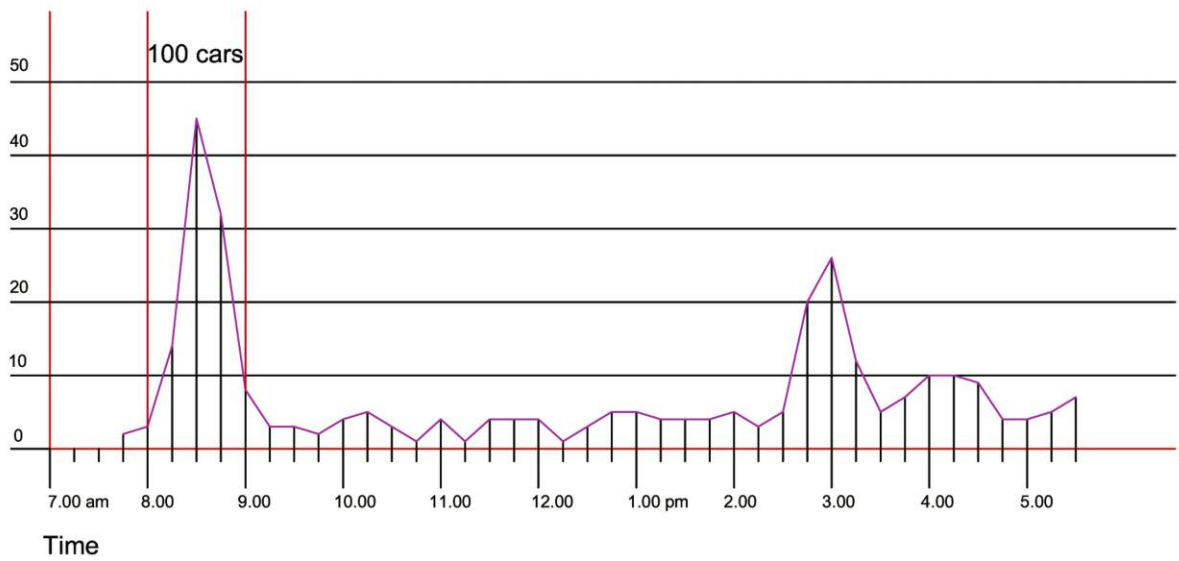
E Data from consultation, November 2015

F Traffic surveys, March and August 2015 See below



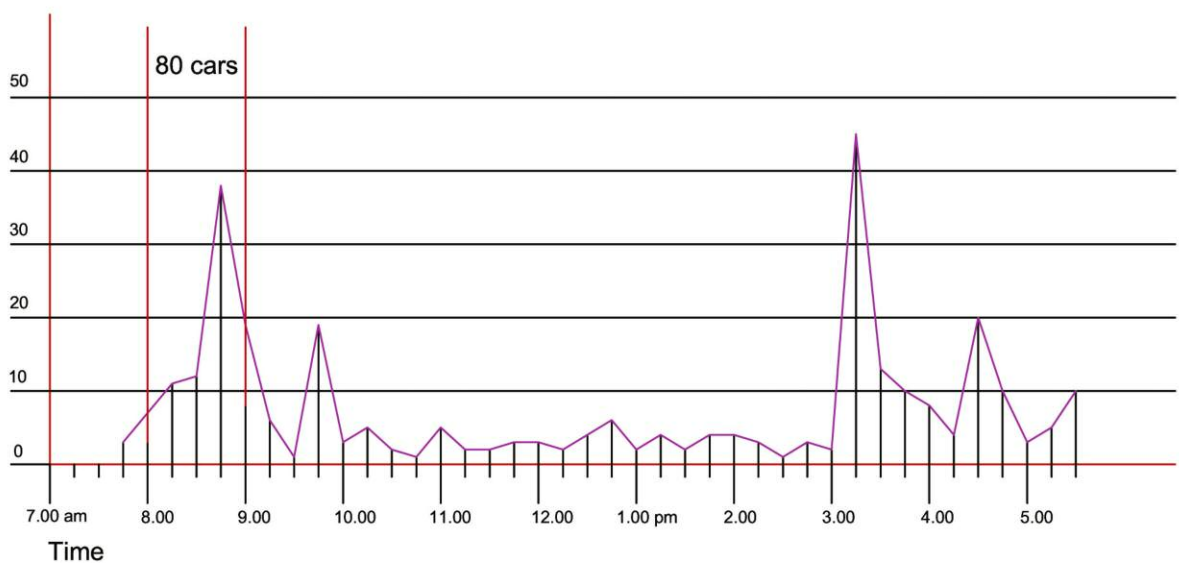
Traffic survey conducted on the 4th March 2015 showing total number of vehicle movements between 7.30am and 5.30pm

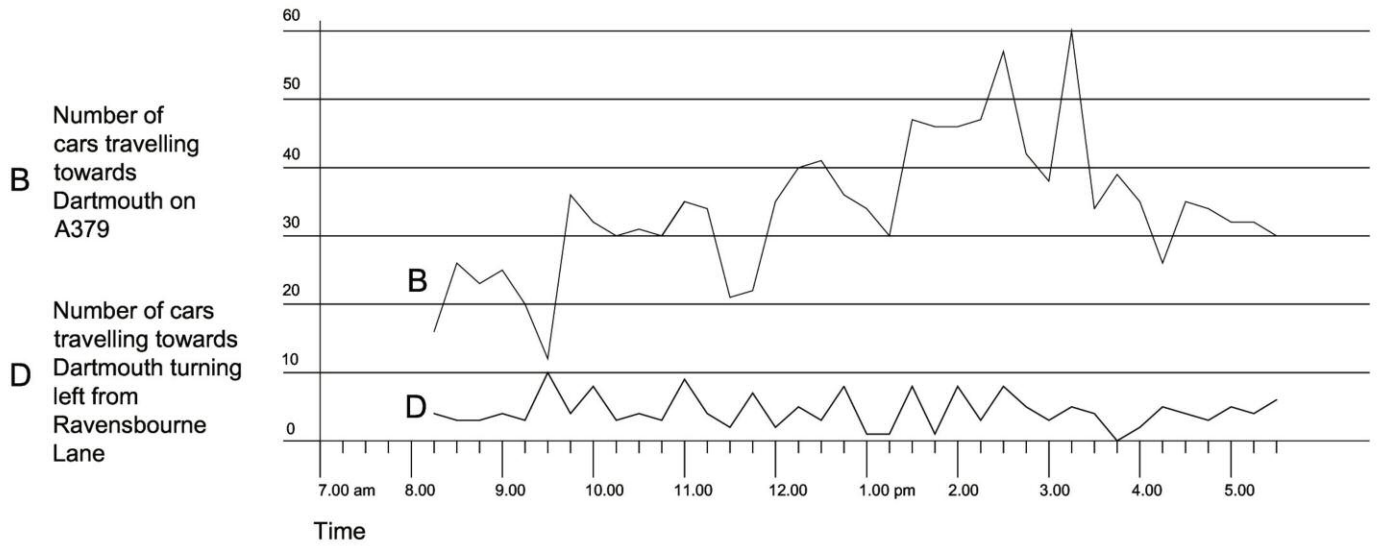
Number of cars travelling up Church Rd every 15 mins.



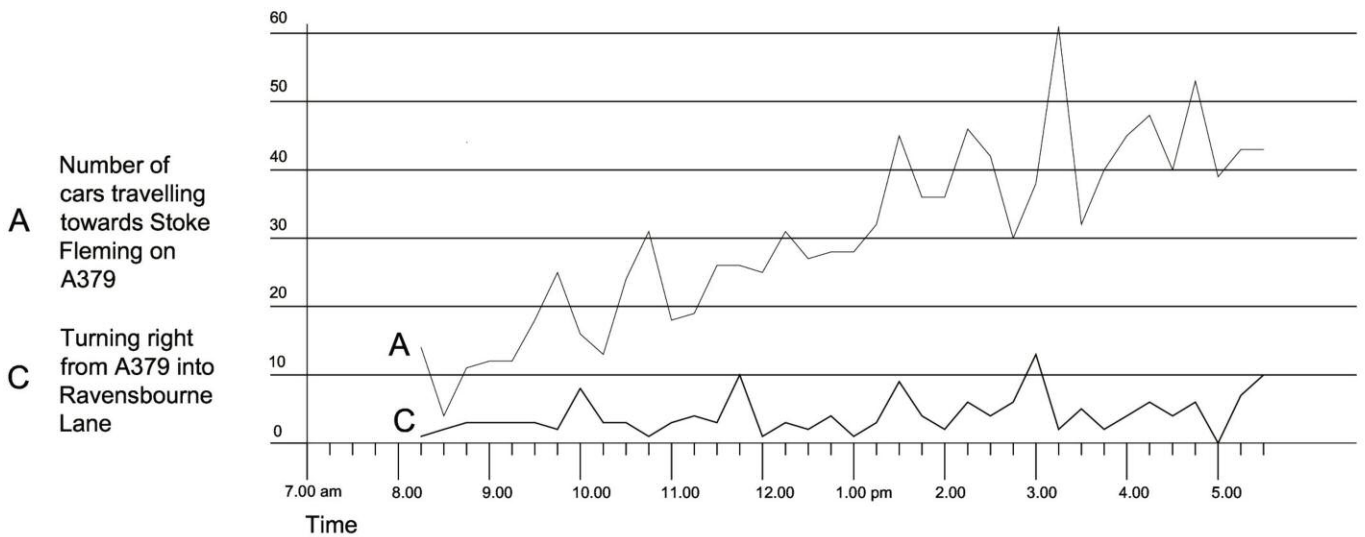
Survey undertaken on Wednesday March 4th  
 Total number of car movements at Green Dragon junction  
 between 8.00am - 9.00am - 202

Number of cars travelling down Church Rd every 15 mins.





Survey undertaken on Tuesday 25 August 2015  
at junction of A379 with Ravensbourne Lane and Redlap Lane between 8.00am - 5.30 pm



### 3 Recent development

New dwellings created or planning permission given since 2014.

Location	No of Units	Detail
School Road	24	15 open-market; nine affordable
Deer Park	6	Site of former inn
Premier Garage	9	New dwellings on former site
Higher Bowden	16	Holiday cottages converted to residential use
Riversbridge	1	Barn conversion
Windward Nursing Home	10	New apartments, converted from former use
Blackpool House, Blackpool Sands, Dartmouth, TQ6 0RG	1	One dwelling divided into two
Bugford	5	Three barn conversions, two new dwellings
School Road	19	13 age-restricted; 6 affordable
Paddock, Redlap Lane	1	Self-build
Lower Ash	1	Barn conversion
Higher Bowden	16	Former holiday cottages sold on open market
2 Manor Court	1	New dwelling in garden of existing one
<b>TOTAL</b>	<b>110</b>	
Land at Cotton	450	Development to meet the needs of Dartmouth
Hillfield	36	Approval given for new units restricted to holiday use

The new homes at Hillfield and Bowden represent an increase of 175% for Hillfield and 115% for Bowden.

A planning application is also expected for five units at the former Premier Garage site and one has been granted for an infill development in Redlap Lane, bringing the total to 117.

### 4 Projected households and population

The 2015 figure is taken from the South Hams District Council's council tax figures for that year and provides an accurate update on the 2011 census.

The figures for 2021 include the 92 detailed in Current Development (above), plus the six at Deer Park and Redlap Lane/ Those for 2031 include the 10 provided for in the Neighbourhood Plan. The current ratio of 1.75 people per household has been maintained.

Year	Population	Households	Properties
1901	557	125	137
1911	592	142	NR
1921	602	146	146
1931	630	152	179
1951	673	211	203
1961	683	247	247
2011	1,019	577	577
2015	1,059	611	611
2021	1,230	703	693
2031	1,293	739	715

### 5 Local Green Spaces

Detailed justification can be found at <http://www.stokefleming.org/neighbourhood-plan/>



## Site Sustainability Assessment

	Site	Land Quality	Flood Risk	Contamination	Bio-diversity	Prot. Land	Visual Impact	Historic/Cultural	Air Quality	Access (as SHDC)	Built Environment	Energy Use	Overall Assessment
1	Rectory Field (Policy H3)	Green	Green	Green	Green	Yellow	Green	Green	Green	Yellow	Green	Green	Green
2	Old Road - Mill Lane (Policy RT4 - Car park)	Orange	Green	Green	Yellow	Yellow	Green	Green	Green	Yellow	Green	Green	As a car park, not residential
3	Deer Park	Green	Green	Green	Green	Yellow	Green	Green	Green	Yellow	Green	Green	Yellow
4	West of School Road (Now RA22)	Orange	Green	Green	Yellow	Yellow	Green	Green	Green	Yellow	Green	Green	Yellow
5	Glebe Farm West of Venn Lane	Orange	Green	Green	Yellow	Yellow	Green	Green	Green	Yellow	Green	Green	Yellow
6	Opposite School (Field 0048)	Orange	Green	Green	Yellow	Yellow	Green	Green	Green	Yellow	Green	Green	Yellow

NB: Site at Old Road - Mill Lane assessed for suitability as car park.

The assessment was carried out using the methodology used by South Hams District Council.

1 Development on the site would be highly visible on the approach to the village from the north. The exit from the site is dangerously placed on a blind bend.

2 Drainage needs to take account of potential flood risk. No significant constraints

3 No significant constraints.

4 High visual impact caused by development on the West side of the road opposite existing dwellings. Interfering with views across rural landscape.

5 Continues pattern of development on East side of road.

6 High visual impact caused by development on the West side of the road opposite existing dwellings. Interfering with views across rural landscape.

Key:

Orange	Sustainability issues; mitigation considered problematic
Yellow	Sustainability issues; mitigation considered achievable
Green	No sustainability constraints
Dark Green	Development will support sustainability objectives

## Site Selection Information

### General Comments

The village of Stoke Fleming is entirely within the South Devon Area of Outstanding Natural Beauty (AONB) which is a nationally designated landscape. Importance is attached to the need to conserve the landscape and scenic beauty of the area.

**1 Rectory Field – Policy H3** (Site designation TBA). The field adjacent to the Rectory, near the southern end of the Bird Walk. It is within the current settlement boundary.

**Access** The site has good connectivity, but access would be over land currently owned by the owners of Farwell House – access shared by the Rectory. Access from the A.379, however, would be via Church Road and Rectory Lane.

**Landscape and Ecology** The site is located within the AONB.

**Heritage and Archaeology** No constraints have been identified at this stage but further assessment may be required.

**Flood Risk, Water Quality and Drainage** No constraints have been identified at this stage but further assessment may be required.

**Contamination and Environmental Health** No constraints have been identified at this stage but further assessment may be required.

**Other** No constraints have been identified at this stage but further assessment may be required.

Development here would depend on access arrangements being agreed. Opportunities to improve pedestrian routes by refurbishing the Bird Walk and opening a footpath connecting with School Road.

**No sustainability constraints**

**2 Old Road – Mill Lane – Policy RT4** The field between Old Road and Mill Lane as a site for a car park. Car parking is currently very limited in the heart of the village with little available for visitors to the church, pub, post office and bowling green. Parking in the lower half of Church Road restricts access to the southern end of the village, Rectory Lane and School Road. The site is outside the current settlement boundary

**Access** The site has good connectivity, and a car park here would relieve congestion caused by on-road parking. Access, however, would be up Church Road.

**Landscape and Ecology** The site is located within the AONB.

**Heritage and Archaeology** No constraints have been identified at this stage but further assessment may be required.

**Flood Risk, Water Quality and Drainage** No constraints have been identified at this stage but further assessment may be required.

**Contamination and Environmental Health** No constraints have been identified at this stage but further assessment may be required.

**Other** No constraints have been identified at this stage but further assessment may be required.

A car park here would increase traffic in Church Road, but would relieve congestion caused by roadside parking in both Church Road and School Road, and meet a need for the village. The site has been assessed as suitable for a car park, but not for residential development.

**No sustainability constraints for car park**

**3 Deer Park (Site SH\_51\_16\_16)** Any development would have to take place at the rear of the site, which is to the west of the A.379 at the northern edge of the village, the site sloping gently up from road level.

**Access** The site has good connectivity, but the current entrance and exit from the A.379 has poor sight-lines, the road to the north bending right not far from the exit. This could be improved by moving the entrance north, closer to the bend.

**Landscape and Ecology** The site is located within the AONB.

**Heritage and Archaeology** No constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

**Flood Risk, Water Quality and Drainage** Currently used as a caravan and camping park, no constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

**Contamination and Environmental Health** No constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

**Other** No constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

Development here would impinge on the strategic view of Start Point, the Bay and the village revealed on the approach on the A.379 over the Ridges from Townstal. Existing entrance/exit unsuitable for further development.

**Sustainability Issues, mitigation considered achievable**

**4 West Side of School Road** (Site RA22) The field in the angle between School Road and Mill Lane. It is outside the current settlement boundary.

**Access** The site has good connectivity, but access would be via Church Road and School Road.

**Landscape and Ecology** The site is located within the AONB. Apart from the school, there has been no development to the west of School Road which therefore forms the western boundary of the village. The site borders Mill Lane which supports extensive flora and fauna and views over hills, woods and valleys.

**Heritage and Archaeology** The site borders Mill Lane and the historic bridleway to the mills of Blackpool Valley. No further constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

**Flood Risk, Water Quality and Drainage** No constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

**Contamination and Environmental Health** No constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

**Other** No constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

Development here would impinge on the strategic view of the village from the A.379 between Strete and Blackpool. For this reason and the preservation of the rural character of Mill Lane, development to the east side of School Lane is considered preferable.

**Sustainability issues, mitigation considered achievable**

**5 West Side of Venn Lane** (Site SH\_51\_11\_13) This site lies on the edge of the village and is screened from the road by high hedges.

**Access** The site has good connectivity, but the increase in traffic on Venn Lane, exacerbated by directions given by satnav, and the proposed West Dart development put great pressure on the single-track Ravensbourne Lane and Cinders Lane.

**Landscape and Ecology** The site is located within the AONB.

**Heritage and Archaeology** No constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

**Flood Risk, Water Quality and Drainage** No constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

**Contamination and Environmental Health** No constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

**Other** No constraints have been identified at this stage but further assessment may be required should this site be considered at a future date.

Venn Lane accommodated major developments in the second half of the last century and it is considered that further development here should be avoided until the connections to the A.379 are improved.

**Sustainability issues, mitigation considered achievable**

**6 Opposite the School (Field 0048)** – (Site SH\_51\_02\_08/13) This would extend further the recent phases of development along the east side of School Road. The site has been assessed by SHDC as having limited constraints.

**Access** The site has good connectivity, but access is via Church Road and School Road.

**Landscape and Ecology** The site is located within the AONB.

**Heritage and Archaeology** No constraints have been identified at this stage but further assessment may be required.

**Flood Risk, Water Quality and Drainage** No constraints have been identified at this stage but further assessment may be required.

**Contamination and Environmental Health** No constraints have been identified at this stage but further assessment may be required.

**Other** No constraints have been identified at this stage but further assessment may be required.

Development here would extend the recent developments on School Road, and it was considered suitable for up to 20 dwellings provided the remainder of the land is given over to recreational green space. However, development on School Road increases congestion through the village in Church Road and development on this site must be designed in a way that will allow the possible future creation of a link road between School Road and Venn Lane. Without this, no further development at this end of the village would be sustainable. With outline consent having been given for site RA22 west of School Road, development here at this time is not considered appropriate.

**Sustainability issues, mitigation considered possible if suitable link road constructed**









## Neighbourhood Plan 2018-2034

