

Pre-Submission Draft November 2018

WINKLEIGH NEIGHBOURHOOD PLAN

2018 to 2031

“Ancient roots, future foundations”

Version: v19 13.11

"I would like to commend the Parish Council and Winkleigh NP Group for all the hard work that has gone into preparing this Draft Neighbourhood Plan. Neighbourhood Plans are important in giving local people the opportunity to develop a shared vision for their neighbourhood, shaping the development and growth of the local area in line with community needs and priorities and by being taken into consideration alongside the Local Plan and other material considerations when assessing planning applications. Thus, I would urge all members of the community to take the time to read and respond to the consultation so that the plan truly represents the views of the Parish."

The Rt. Hon. Geoffrey Cox M.P.

"I am pleased to see this draft Plan being published for consultation and I hope local residents will take the time to read it and respond to the consultation. The Neighbourhood Plan for Winkleigh will help shape the growth and future development of the village and I hope residents will support the principles of this plan."

Devon County Councillor, Andrew Saywell

"As the new District Councillor in 2015 I felt strongly that our Parish should have a Neighbourhood Plan. There was already an excellent Village Design Statement which could be used and so much work had been undertaken it seemed wrong to waste this opportunity. A former councillor took up the challenge and now councillors and parishioners have worked together to prepare this Plan for consultation. I congratulate all who have spent many hours working on this Plan, past and present, and feel confident that future generations will benefit from it."

Torrige District Councillor, Mrs Betty Boundy

CONTENTS

Foreword: Alice Turner, Chair Winkleigh Parish Council

1. Introduction
2. What is a Neighbourhood Plan?
3. How the Plan was Prepared
4. About Winkleigh and the Plan area
5. The North Devon and Torridge Local Plan and national planning policy
6. Sustainable Development
7. The Structure of the Winkleigh Neighbourhood Plan

Policy Themes

8. Environment and Resources
9. Housing, Community Life & Wellbeing
10. The Economy
11. Transport, Travel and Movement
12. Delivery and Implementation

Appendices

13. Appendix A: Housing need and affordability definitions.

14. Maps: Parish Map (inside front cover)

Strategy Map

Employment sites

Foreword

Neighbourhood Plans come out of the Government's determination to ensure that local communities are closely involved in the decisions which affect them. The Winkleigh 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 plan period 2018 – 2031. Once adopted our Neighbourhood Plan will be a statutory document that will be incorporated into the district planning frameworks and will be used by Torridge District Council when determining planning applications.

The Parish Council would like to thank the members, both past and present, of the Neighbourhood Plan Group for all the time, expertise and enthusiasm that they have brought to the group without which we would not have the plan you see today. Thanks are due to all those who took part in the preparation of the Community Plan 2014-2024 (2014), and the Village Design Statement (2016) which have helped form the foundations of the Neighbourhood Plan.

The Parish 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.

Cllr. Alice Turner

Chair of Winkleigh Parish Council

1. Introduction

1.1 Winkleigh has experienced considerable change and development over the past 20 years. Whilst new housing has transformed the look of the village, its economic performance, employment and wage rates continue to lag behind national and regional averages. Despite this Winkleigh is a vibrant and cohesive community, with a strong sense of identity. There has been strong interest locally in developing plans to influence how the village is evolving, including a Parish Plan (2005), a Community Plan (2014), and a Village Design Statement (2016). This Neighbourhood Plan (identified as the NP throughout this document) builds on these and now sets out a bold vision for the Parish which addresses the challenge of enabling Winkleigh to build on its strengths – its environmental assets, its history and heritage - whilst delivering sustainable economic and social opportunities which will allow it to thrive and grow for the benefit of local people.

“Our vision is for the Parish in 2031 to be an inclusive, economically sustainable community, with development contributing to a sense of place and improved quality of life, providing a range of housing for people of all ages and incomes, whilst respecting the character of the area and protecting its valuable heritage and environment.”

2. What is a Neighbourhood Plan?

2.1 The Localism Act (2011) introduced Neighbourhood Planning in England, giving communities the right to shape their own future development. A Neighbourhood Plan is a planning document with legal status which gives the community of Winkleigh the opportunity to set local planning policies to be considered when planning decisions are taken by Torridge District Council (TDC). Winkleigh’s NP, once adopted by Torridge District Council, will be part of the statutory development plan alongside the North Devon and Torridge Local Plan.

2.2 Neighbourhood Plans must also align with national planning policy described in the National Planning Policy Framework (2018) (NPPF). The NPPF emphasises sustainable development and identifies three critical elements for the achievement of this: an **economic** role, contributing to a strong, responsive, competitive economy; a **social** role, supporting vibrant and healthy communities; and an **environmental** role, protecting and enhancing our natural, built and historic environment.

3. How the Plan was Prepared.

3.1 This Plan has been built upon extensive consultation, discussion and outreach with the local community. This is detailed fully in the separate Consultation Statement. In 2016, Winkleigh Parish Council (WPC) agreed to develop a Neighbourhood Plan (NP) and in 2017 WPC applied to TDC to nominate the land area of the Parish as a Neighbourhood Planning boundary. This was approved on March 6, 2017 (the “designation date”) and a working group began the process of developing the NP: further detail is provided in the separate Basic Conditions Statement.

3.2 The foundation documents identified in Introduction were based upon widespread consultation and detailed analysis of the needs of the Parish. These identified the key areas of concern for local people which have been taken forward in this Plan. An initial NP framework document was made available electronically and a summary document widely circulated in 2017 to residents of the parish and to external bodies. Following this there was detailed consultation with planning officers at Torridge District Council and external, independent advice was sought to ensure the Plan aligned with national planning guidance. A survey of local businesses was undertaken in March 2018 and expert consultants commissioned to advise on environmental and traffic management aspects of the Plan. Since May 2017 WPC has received monthly progress reports and has approved each stage of its development. Further detail about this work is provided in the separate Consultation Statement.

4. About Winkleigh and the Plan Area

4.1 Winkleigh Parish is centred on a hill-top village situated in the heart of Devon. It is a thriving village with an active community and a good range of local services and facilities. It lies in the transition zone of the UNESCO North Devon Biosphere Reserve and is part of the Nature Improvement Area of the Torridge. It is identified as a Local Centre within the North Devon and Torridge Local Plan, and it acts as the administrative centre for many surrounding parishes. Winkleigh has a rich history: it gave its name to a “Hundred”, an ancient division of a shire; it was recorded in the Domesday Book (1086); and its annual fair was chartered in 1262. Development within the parish over the centuries has been primarily driven by changes in agriculture, and even today pastoral and arable agriculture remain a key local source of employment and a determinant of its character.

4.2 The only other settlement in the Parish is the hamlet of Hollocombe, to the north of Winkleigh. It is a small, dispersed community of some 50 households, nestling on the side of the hill overlooking Hollocombe Water and the wooded tributary valleys of the River Taw. The most notable economic activity in Hollocombe is agriculture, specifically the rearing of game-birds. There are no local services or physical community assets within Hollocombe.

4.3 Historically, the population of the Parish peaked at 1,851 in 1554, after which it declined steadily to 881 in 1931, as war and mechanisation took men off the land. In the Second World War, much land was ploughed for the first time and the construction of the airfield to the north left a permanent legacy. Winkleigh has been transformed over the past 20 years: its population has increased substantially - from 1400 in 2001, to 1622 in the 2011 Census, to an estimated 1686 in 2017 - and new housing has changed the shape and character of the village. However, the historic character of the village centre has been retained and forms the basis of the Conservation Area (Figure One p.16). The Church of All Saints is Grade 1 Listed and there is an extensive designated Ancient Monument centred on the site of Court Castle at the eastern end of the Conservation Area.

4.4 Whilst there are now many successful small- and medium-sized businesses and many home-based workers in the parish, in common with other rural areas levels of income for most residents remains low. The rise of house prices in the countryside, the effects of austerity, rural poverty, deprivation, and associated social issues are salient in Winkleigh. This is the context for this NP. The challenge is to develop policies which protect and preserve the best of Winkleigh's past whilst offering improvement for the lives of current and future residents of the Parish, and to ensure that Winkleigh plays its part in national and regional initiatives towards a more sustainable future for the country.

5. The North Devon and Torrington Local Plan and national planning policy

5.1 The [North Devon and Torrington Local Plan](#) (NDTLP or Local Plan) was adopted on 29 October 2018. The Local Plan sets out the long-term vision, strategies and policies to guide how northern Devon will develop in the period up to 2031. The strategic aims of the Local Plan are to deliver a vibrant economy, a world-class environment, a balanced housing market and mixed communities where there is an excellent quality of life. The Local Plan provides a series of topic-based strategies, place-based strategies and allocations along with a suite of development management policies to help deliver and aid the determination of planning applications.

5.2 The Local Plan identifies Winkleigh as a Local Centre – part of a network of towns and villages that form a primary focus for development across the rural area. It provides a Spatial Strategy for Winkleigh, policy guidance for development at Winkleigh Airfield, and allocates land north of Chulmleigh Road as a site to deliver residential development together with a car park to serve the village.

5.3 This NP is aligned with the objectives and policies of the Local Plan and, by adding more locally relevant detail, supports and encourages its realisation. Significantly, as new housing development applications have been submitted since the Local Plan was drafted, this NP reflects these changes. This NP is consistent with the government's National Planning Policy Framework (NPPF), and the Basic Conditions Statement attached to this NP sets out how our policies adhere to national planning policy.

6. Sustainable Development

6.1 The [National Planning Policy Framework](#) (2018) (NPPF) states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states “...*the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs*” (NPPF,p.5,para. 7). At the heart of the NPPF is a presumption in favour of sustainable development.

The NPPF identifies three interdependent overarching objectives for sustainable development:

- An economic objective
- A social objective; and
- An environmental objective

6.2 The interdependency of these three objectives means that in order to achieve sustainable development there needs to be positive improvements in all aspects of the natural and built environment, as well as creating a good quality of life for the community. Consequently, plans and decisions must reflect the local situation and development must be designed in a way that delivers positive outcomes.

6.3 The NDTLP describes sustainable development at the District level and has been the subject of a Sustainability Appraisal to meet the requirements of EU Legislation. This NP has been ‘screened’ to see if its contents also require appraisal. The NP working group (subject to further discussion with TDC) considers that the NP does not impact on environmental assets protected by the EU, or substantially alters the pattern of land use set out in the Local Plan (or by grant of planning permission) and will therefore not require its own full sustainability appraisal.

6.4 Winkleigh’s role as a Local Centre means it has been, and will continue to be, a focus for development to serve the local catchment area. More recently, development proposals of a significant scale have been granted planning permission. The community’s vision for sustainable development envisages smaller-scale development, to meet the needs of the immediate area, alongside complementary growth in services and infrastructure. Should development at a significant scale proceed, then this plan describes policies which seek to integrate these developments effectively into village life.

6.5 The NDTLP sets out sustainable development principles within Policy ST01, and this strategic policy influences the content of subsequent policies in the plan, including key development management policies (Policies DM01-DM06). They cover the essential criteria that all development must meet in order to have support – issues such as amenity; environmental protection; pollution; drainage; access; and parking.

7. The Structure of the Winkleigh Neighbourhood Plan

7.1 The Neighbourhood Plan is divided into four themes which reflect the concerns of the community.

The presentation and content of each theme follows a consistent path, comprising:

- A short description of the background facts, evidence, and community views regarding the key issues
- Our objectives for the theme - what we are seeking to achieve
- The relevant North Devon and Torridge Local Plan policies (*for the full policy wording readers are referred to the Local Plan*)
- The Neighbourhood Plan policies that are being proposed

The final theme, Delivery and Implementation, describes how the plan will be implemented and proposes a monitoring matrix for use by delivery agencies.

8. Environment and Resources

8.1 This section of the Neighbourhood Plan deals with:

- our natural environment
- the historic, cultural and built environment of Winkleigh
- sustainable use of resources in the Parish

8.2 The evidence and approach to policy: our natural environment

8.2.1 The natural environment: Key Facts

- The Parish falls within the North Devon Biosphere transition zone, where the objective is to provide a 'living laboratory' for testing and demonstrating sustainable development on a sub-regional scale.
- Natural England has identified one Site of Special Scientific Interest (SSSI) within the Parish at Pope House Moor – a wet grassland with rush pasture, fen meadow, and willow carr.
- There are 8 County Wildlife Sites, which are designated areas of substantive nature conservation, the largest being the 61ha. of Culm grassland and rush pasture at Hollocombe Moor
- The Ancient Woodland Inventory identifies 4 areas of ancient and semi-ancient woodland at Chapple Copse; at the medieval deer park of Winkleigh Wood; Hollocombe Wood; and Woodrobert's Wood, Hollocombe.
- The Parish Biodiversity Audit (2009) identified 123 examples within the Parish of legally protected and notable species within the Parish. The statutory and non-statutory designated sites; the tributaries of the River Taw, the wet habitats provided by Culm and marshy grassland; the species rich ancient hedges and wet ditches; and the open spaces of Winkleigh Airfield, collectively provide rich and diverse environments for a variety of protected and rare wildlife, flora and fauna.
- The Parish has no landscapes formally designated for their value. However, it has two landscape character types: the north of the Parish is farmed lowland moor and Culm grassland; to the south, it is described as upper farmed wooded slopes

8.2.2 Residents value the local environment, especially the peace and tranquillity of the area. A clear majority of local people consulted supported conserving and enhancing the landscape and wildlife in planning policies and wanted more information about these. As the Parish has changed, there has been concern that more development, changes in land management and new national agricultural policies place pressure on habitats. There is a desire locally for natural environments to be more accessible to the public and concern about the state of hedgerows and their management. The Parish has an active Biodiversity Group that has undertaken local projects, such as tree planting and wildlife surveys. Its activities complement the policies set out in this plan.

8.2.3 Community feedback, and the strategic priorities of other agencies suggests a key issue for the NP is to ensure that development does not erode the biodiversity, habitats, landscapes and character of the environment, and that assets of local value and interest are protected, enhanced and sensitively managed. This is an important change in emphasis. This NP seeks development that minimises environmental damage, provides environmental benefits and mitigates any losses. Development needs to be truly sustainable if net gains to the environment are to be delivered. Nationally, the Government's [Environment Plan](#) indicates a stronger approach to the natural environment, based on the concept of safeguarding and improving our 'natural capital' and embedding an 'environmental net gain' principle for development. This is reflected in the NPPF:

"Planning policies and decisions should contribute to and enhance the natural and local environment by... minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures."

These principles underpin the Local Plan and this NP.

8.2.4 In addition, there are important local and regional strategies which guide development in this area. The [Devon Landscape Character Assessment](#) aims to protect the features of the Culm area such as open skylines, hilltop churches and villages, well managed hedgerows, farmland, and unimproved 'culm grassland'. The [North Devon Biosphere Strategy for Sustainable Development 2014-2024](#), based around the catchment areas of the Taw and Torridge rivers (with Winkleigh within the Reserve's 'Transition Zone'), shows how sustainable development can be achieved in our area. The Local Plan has strong policies to protect the natural environment, reflecting the priorities of the [North Devon and Torridge Biodiversity Action Plan](#), and the [Devon Green Infrastructure Strategy](#).

8.3 The North Devon & Torridge Local Plan

8.3.1 The NDTLP contains strategic policies to safeguard the natural environment from degradation or loss, and to enhance it wherever possible. It recognises the distinctiveness of the District's wildlife, habitats, landscape and tranquillity, and its sensitivity to change. Environmental enhancement is a requirement for development on the airfield, where habitat and landscape restoration could help support its importance for wildlife.

8.3.2 Key Local Plan policies:

Policy ST14: Enhancing environmental assets – seeks to conserve and enhance local distinctiveness, including tranquillity; protects and enhances the local landscape

Policy ST15: Conserving heritage assets – applies to the historic dimension of the landscape

Policy DM02: Environmental protection – safeguards against light pollution

Policy DM08: Biodiversity and geodiversity: Development will contribute to a net gain in biodiversity and geodiversity where possible

Policy DM09: Safeguarding green infrastructure

Policy DM14: – Rural economy – proposals to respect the character and qualities of the landscape and the setting of settlements/historic assets

Policies WIN/WIN01/WIN02: Policies for Winkleigh – covers protection and enhancement of natural and built environment assets; restoration and enhancement of the landscape on the airfield; provision of community woodland on land allocated north of Chulmleigh Road; retention of mature boundary trees and appropriate new planting to enhance biodiversity.

8.4 Objectives for the natural environment

8.4.1 The NP objectives for the natural environment are:

1. The safeguarding and protection of our environmental assets, particularly locally valued resources that may not be statutorily protected.

2. To embed a principle of net environmental gain into proposals that come forward in the Parish. (While this is an objective of Local Plan policy ST11, more detail is given in Policies throughout the NP).
3. To safeguard the distinctive landscape of the Parish and the setting of Winkleigh and Hollocombe, enhancing it where opportunities arise.
4. To realise the environmental potential of the airfield for landscape, habitat and biodiversity improvement, while recognising its historic significance (see also the Economy theme)

8.5 Policy for the natural environment

8.5.1 The Parish has one SSSI at Pope's Moor, and 8 County Wildlife sites (illustrated on the Strategy map, appendix B). The NDTLP has policies which protect sites of conservation interest and protected species, according to the importance of their designation. Public consultation showed that there is concern about the places where protection is weaker, notably those sites which shelter species that while not statutorily protected are valued locally and add to the biodiversity of the countryside. The Parish has had a [biodiversity audit](#) and hedgerow survey ([insert link](#)) which provide important information about local assets.

8.5.2 Many types of development occur in the Parish and their impact on the natural environment will vary according to the scale and nature of the development proposed. Community consultation demonstrated concern about the loss of birds and mammals that are not statutorily protected but are part of the tapestry of country life. Even small-scale development, such as house extensions, may impact, for example, through loss of ground cover and drainage, and impact on protected species such as bats. Alternative development solutions that are more environmentally friendly may be possible. Ideally, all development should contribute to a net gain in biodiversity.

8.5.3 Future development proposals should have regard to the locally valued natural assets of the Parish and plan for their protection, enhancement and ongoing management. Proposals should reference the Parish Biodiversity Audit, species information (Devon Biodiversity Records Centre), hedgerow survey, and have regard to the "green features" identified on the proposals map. Development will be encouraged to deliver an environmental net gain and demonstrate how this will be achieved as part of the planning application process. Design and access statements should show how these matters have been considered by demonstrating an understanding of the natural environment of the site (and its setting) and what alternative approaches have been considered for its future. For significant development, the [DEFRA metric](#) to assess net environmental gain and the acceptability of developments having an impact on biodiversity should be used, as set out in the NDTLP.

Policy ENV1: Natural Capital

Future development proposals should have regard to the locally valued natural assets of the Parish and plan for their protection, enhancement and ongoing management. Proposals will be expected to show how the natural environment has been considered as part of the design process, identify any opportunities to deliver an environmental net gain, and demonstrate how it will be achieved as part of the planning application process.

Development applications will be expected to:

- Respect the shape, slope and aspect of the site(s) in question, and evidence this through a design and access statement (where required). Where applicable, applications should also demonstrate the contribution development makes to landscape character, the spatial relationship (both in visual and ecosystem terms) of the site to adjacent fields and the built-up areas of Winkleigh and Hollocombe.
- Undertake appropriate wildlife and biodiversity audits of the site and demonstrate how the results have informed development design.
- Demonstrate how existing trees and hedges would be retained, wherever possible, along with important habitats (such as ponds and streams).
- Identify, safeguard and enhance 'green highways' for wildlife. The opportunity to extend the network of 'green highways' to benefit wildlife should be taken wherever possible.
- On "greenfield sites" plant new boundaries in a way that complements existing field boundaries and patterns, with new hedges and banks being created wherever they are lost (for example, to create access roads). Native species should be used.
- Define curtilage boundaries using natural, local materials, with a preference for new stone, earth and hedge banks porous to wildlife, and minimal use of wooden fencing.

References for local wildlife include: Devon Biodiversity Records; The Parish Biodiversity Audit; the Hedgerow Survey, and locations shown on the proposals map.

References for landscape and setting include: Devon's Landscape Character Assessment; North Devon and Torridge Landscape Character Assessment.

8.6 The historic, cultural and built environment of Winkleigh

Evidence and approach to policy

8.6.1 The historic, cultural and built environment of Winkleigh: Key facts

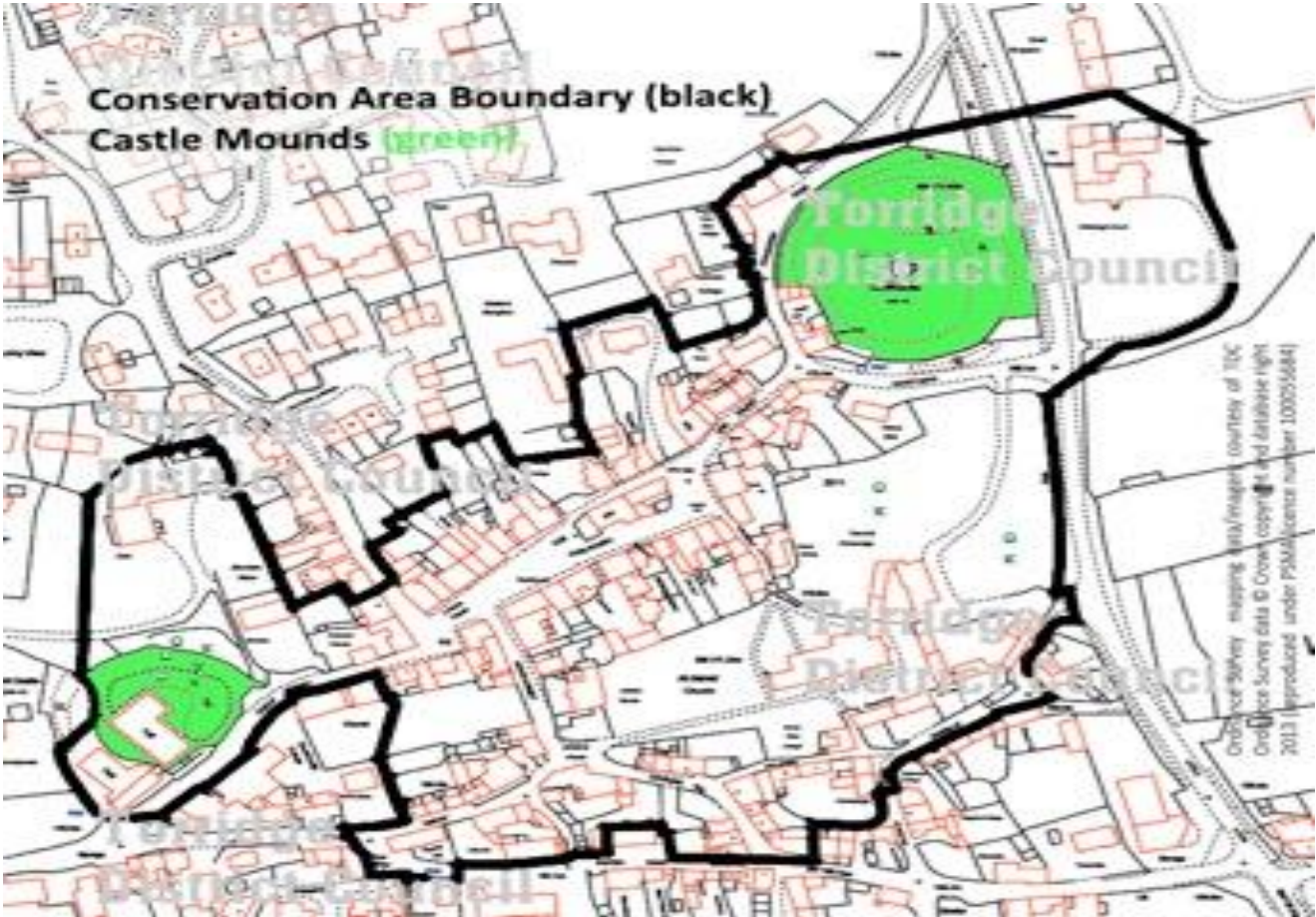
- The central part of Winkleigh was designated a conservation area in 1971
- There are 76 statutorily listed buildings and structures, including the church and the two castle mounds
- There are many older properties and local features which contribute to character and distinctiveness
- Shute Lane, and green lanes between Riddestone Farm and Graysbridge Farm, and between Taw Green and Bullow Brook are old track ways and wildlife corridors
- The wartime history of the airfield is an important element of local heritage
- The clustered settlement form of Winkleigh is typical of the Culm ridge landscape area

8.6.2 The community views Winkleigh as a special place, where the memories and lives of residents are written into the landscape, buildings and community events that occur throughout the year. These make Winkleigh a distinctive place with a clear identity. Much of what makes the Parish special is reflected in the Village Design Statement, first published in 1996 and updated in 2016. This document provides detailed background about Winkleigh and the distinctive architectural and design elements the community wish to see retained and reflected in the new development. Visual appraisal of the village of Winkleigh identified six areas with differing characteristics (see Figure 2).

8.6.3 Residents (and visitors) clearly value the traditional feel of Winkleigh and Hollocombe and the countryside surrounding them. Community feedback shows concern about new development eroding this and that recent building had failed to take cues from the traditional layout of the settlements,

reflect building styles or promote easy walking routes between neighbourhoods. Protecting older buildings from inappropriate change was considered important, especially in the Conservation Area. Using more sustainable building materials and “future proofing” new homes was also an aspiration.

FIGURE ONE: WINKLEIGH CONSERVATION AREA



The west end of the village: Key features

- Mainly post war development flanking the road. A variety of styles and materials.
- Older buildings focused on the cross roads – former farm buildings.
- Recent cul de sac development at Old Barn Close – old shippon wall retained.
- Commercial buildings to the west.

Southernhay & primary school: Key features

- Post war Council house development following the contours of the hill; plain rendered buildings.
- Little tree cover but strong green boundaries to the west and to the south along the line of Farmer Frank's Lane (old field boundaries).
- An Oak tree is a key feature of the small green area to the south of the main access road.
- Modern single storey school buildings
- Two pedestrian links to the centre of the village.

Westcote Drive: Key features

- Mixed modern development – more densely developed at the western end.
- Strong green boundaries to the north and west and alongside road to south.
- Central enclosed paved area acts as a focal point.
- Some older hedge banks and features retained.
- Potential to provide pedestrian link to Elms Meadow and through open land behind the frontage of Lower Town.

Kings Meadow, Old Chapel Gardens and Sunny View – Key features:

- The traditional continuous frontages of Barnstaple Street give way suddenly to more recent development.
- Sunnyview – Post war mixed development using former 2nd world war hospital site. Open in plan but the green space and trees at the centre provide a focal point. The site has a strong hedge boundary to the east.
- King's Meadow – Mix of houses and bungalows with larger homes to the north east of the site, mostly built of brick and brick/render. The form of development is 'loose' in contrast to Barnstaple Street. The land falls away to the north, and there are several important trees on the north eastern boundary. There is potential to link pedestrian and cycle routes through to land to the west with development potential.
- Old Chapel Gardens – Small cul de sac of mixed houses and bungalows. Strong green boundary to the east.



Older properties in the village are shown coloured. More modern development is illustrated in black and white.

The Traditional Village Core - Key features:

- The dominance of the church in distance views of the village.
- Sinuous roads leading to the heart of the village, converging on The Square. The Kings Arms and village pump catch the eye.
- The Square – a focal point socially and geographically.
- Tightly built, continuous built frontages.
- Many buildings of thatch and plain render. Varied roof lines and pitches.
- Former farm buildings and barns.
- Clusters of trees marking the site of Winkleigh's two castle mounds.
- Remains of the former medieval hunting grounds to the east.

Elms Meadow: Key features

- High density modern development, largely brick and render. Very prominent from the southern approach to the village.
- Good use of layout to generate neighbourhood feel.
- Only 1 pedestrian link to village exiting onto cross roads.
- Potential to improve pedestrian linkage to main village, using Shute Lane.

Winkleigh at a Glance: The Key Features

8.7 The North Devon and Torridge Local Plan

8.7.1 The Local Plan contains policies to safeguard and enhance heritage assets, according to their status, with the most important assets being given the greatest protection.

8.7.2 Key Local Plan policies:

Policy ST04: Improving the quality of development – supports sustainable development that responds to the characteristics of the site

Policy ST15: Conserving heritage assets – conserves and enhances the historic quality of the environment and landscape; the policy covers those locally important assets not formally designated; protects locally important buildings that contribute to character and identity; seeks more public access to/education about heritage assets.

Policy DM04: Design principles – seeks to create successful places that respond to the challenge of climate change

Policy DM07: Historic environment – where proposals affect a heritage asset or its setting, a heritage statement must be submitted; energy efficiency improvements/renewable energy installations to heritage buildings are supported where they do not harm the asset

Policies WIN/WIN01/WIN02: Policies for Winkleigh – covers protection and enhancement of natural and built environment assets; restoration and enhancement of the landscape on the airfield; provision of community woodland on land allocated north of Chulmleigh Road; retention of mature boundary trees and appropriate new planting to enhance biodiversity

8.8 Objectives for the historic, cultural and built environment

8.8.1 Building on the Village Design Statement, the policies of our Neighbourhood Plan aim to:

- Safeguard, conserve and enhance the important buildings and cultural assets in the Parish (listed buildings, ancient monuments, archaeology; boundary stones and other artefacts of interest)
- Support development that reflects the traditional heritage of buildings, their layout; relationship to other nearby buildings and is sensitive to its location in the wider landscape
- Support development that uses local building materials and finishes

8.9 Policies for the historic, cultural and built environment

8.9.1 While the landscape of the Parish is not statutorily protected, the character and features that make it important are recognised in the Devon Landscape Strategy. The hilltop location of Winkleigh is an important feature of the landscape, with the church tower and cluster of housing associated with the settlement being a dominant view from the south and east. The Culm measures are an important characteristic of the geography of Winkleigh. Hollocombe is an ancient settlement, comprising Hollocombe Town and the larger hamlet, situated along a hillside and near a network of hidden valleys draining to the River Taw. It has important woodland habitats, an ecologically diverse area of open moorland (a County Wildlife Site), and important local views and vistas. Many of the factors that influence the character of the landscape fall outside the scope of the NP (for example, farming practices and land management) but this Plan seeks to ensure that as development occurs the countryside in which it sits is protected (and enhanced where possible) and that due regard is given to the historic and cultural significance of both built and landscape assets.

Policy ENV2: The setting of new development in the Parish

New development should:

- Have regard to the views across open countryside both into and out of Winkleigh and Hollocombe. Existing distance views to Dartmoor should be retained and new vistas from the development site should be created where possible.
- Ensure that the location, scale, massing, height, and design of new development in Winkleigh enables the church to remain the dominant building in distance views.
- Ensure that new development on the south side of Winkleigh creates a varied alignment of buildings and rooftops, to avoid reinforcing the horizontal alignment of Southernhay and the road to the south of the village.
- Use materials that maintain the overall impression of light-coloured buildings when viewed from a distance.
- Minimise external lighting and light spillage, to maintain the dark night skies of the Parish.

8.9.2 The conservation area covers most of the area identified as the 'traditional village core' in the Village Design Statement. Most of the listed buildings in the settlement are found here. The buildings that are not listed are usually traditional in design and add to the character of the village. Elements of craftsmanship and skill are also evident, for example, thatched roofs; traditional iron work; carpentry; signs. The village pump, erected to commemorate the 1832 Reform Act, and the red telephone box in the Square are also distinctive elements of the village scene. Some examples are captured in the photomontage illustration.

Policy ENV3: The conservation area and traditional village core of Winkleigh

Development in the conservation area and traditional village core of Winkleigh should respect and have regard to the established settlement form. In doing so, development should:

- Seek to maintain a continuous frontage in the Square and along the feeder roads
- Ensure that the frontage of replacement buildings or infill development follows the existing building line
- Ensure that any access to the rear of buildings is provided through passageways designed as an integral part of the building

- Recognise that generally, new development in the older part of Winkleigh will be of a higher density than elsewhere.
- Respect the setting and character of the Conservation area and any nearby listed buildings

Policy ENV4: Appearance and style

Development should be simple and plain in appearance, sensitive to the context of the site and the characteristics of any buildings nearby. Attention should be paid to the alignment and proportion of windows and doors, and to local style and detailing. Preference will be given to the use of local materials or their equivalent, where this reflects the stone, colour washed rendering, and slate typical of Winkleigh. Pattern book, standardised design should be avoided. Where larger developments are proposed, there should be an emphasis on neighbourhood creation. All planning applications should reference the Village Design Statement and describe how its guidance has informed design.

In principle, the use of innovative and creative design is supported in appropriate locations, where it respects the scale, mass and distinctiveness of its location and the natural and built environment.

Policy ENV5: Craftsmanship

Small features of heritage value and craftsmanship should be protected wherever possible. In all new development the opportunity should be taken to introduce craftsmanship which enhances buildings and their setting. This could be through detailing on the buildings, landscaping or boundary treatments, or through appropriate art work and street furniture. When the opportunity arises, new cob construction will be encouraged, for example in small buildings such as shelters, and in walling. The Village Design Statement will be used by the Parish Council as its guidance document when assessing the craftsmanship element of planning applications.

8.10 Resources

8.10.1 Resources: Key Facts

- Winkleigh households have a carbon footprint 20% higher than the UK average, largely due to domestic heating, transport fuel consumption and absence of mains gas
- The average combined gas and electricity bill is around £1,300. In 2011 27% of households spent more than 10% of their incomes heating their homes. People are more reliant on expensive oil and propane gas, both of which are fossil fuels. Burning of fossil fuels is widely recognised as contributing to climate change.
- The take up of domestic renewable energy (solar pv and solar hot water) is lower in Torridge than elsewhere.
- One consequence of our changing climate is increased quantity and intensity of rainfall. Where development occurs the rate of run off is often increased.
- Torridge has some of the lowest recycling rates in Devon, although measures are being taken to address this. While waste management lies outside the scope of the Neighbourhood Plan, ensuring there is adequate space in new development for recycling facilities and for storage of bins etc can be covered (see Policies H2 and H6).

carbon housing is signalled.

8.10.2 The sustainable use of resources lies at the heart of measures to protect against climate change. Public opinion differs about the causes of climate change but the Government is committed under the Climate Change Act 2008 to an 80% reduction in greenhouse gas emissions by 2050 compared to 1990 levels. Driving down levels of fossil fuel use, enabling higher levels of generation from renewable technologies and planning to ensure the future resilience of communities to changes in the climate are key aspects of Government policy.

8.11 Sustainable Energy Use: Evidence and approach to policy

8.11.1 The way we live is dependent on the resources the environment provides. Modern lifestyles create impacts that cause environmental problems (such as waste, pollution, noise, carbon emissions) and erode the capacity of the planet to support life. The Parish has no mains gas and households and businesses are dependent on electricity, oil and bottled gas. The take-up of domestic renewable energy (solar photo-voltaic, solar thermal) is also lower in Torridge than elsewhere in Devon. The housing stock is old, less efficient to heat and this places further strain on household energy bills. Public consultation demonstrates support for low carbon housing and whilst current legislation does not require buildings to be more energy efficient than building regulations, in the housing section of this NP support for low

8.11.2 Transport is the other large user of energy. With limited public transport residents are dependent on private transport. As well as being a major contributor to carbon emissions (and affecting air quality), the rising cost of fuel is a concern to the community.

8.12 The North Devon & Torridge Local Plan

8.12.1 To help achieve the Government's transition to a low carbon future, the Local Plan contains policies that support measures to protect against, and cope with, climate change and the delivery of renewable energy and heat at appropriate locations.

8.12.2 Key Local Plan references

Policy ST02: Mitigating the impact on Climate Change development will be expected to make a positive contribution towards the social, economic and environmental sustainability of northern Devon and its communities while minimising its environmental footprint

Policy ST03: Adapting to climate change and strengthening resilience – covers minimisation of flood risk and run off; sustainable urban drainage systems; use of renewable resources; mitigating the risks arising from climate change

Policy ST16: Renewable energy and heat – supports on site renewable energy/low carbon technologies and community led schemes subject to a range of environmental, landscape, heritage and amenity criteria. The cumulative effect of proposals will also be considered

Policy DM07: Historic environment – sets out the circumstances where renewable energy/energy efficiency improvements will be supported in historic buildings

8.13 Objectives for sustainable use of energy

8.13.1 The objectives of the NP are:

- To promote the generation of renewable energy and heat where it supports the community
- To improve the energy efficiency of existing buildings

- To promote the take-up of measures to generate energy at the individual building level, and save energy in buildings
- To promote low carbon transport

The realisation of these objectives will be assisted by project work at the local level, particularly in the promotion of energy saving measures.

8.14 Policies for Sustainable Energy

8.14.1 This NP seeks to play an active role in a sustainable energy future by supporting both the installation of individual low carbon technologies and those that benefit the community. In the future there may be a role for renewable energy installations that are community owned for wholly local benefit. A community owned scheme enables the retention of financial gain within local economies, reduction of carbon emissions, educational and investment opportunities.

8.14.2 Other proposals likely to come forward include individual installations to support farm businesses and farm diversification. During the life-time of the NP there may also be proposals for small clusters of turbines or larger commercial schemes (exploiting different renewable energy generating technologies) in the Parish. When this occurs, these would only be supported if generation provides some form of community benefit proportionate to the size and scale of the scheme concerned. With any renewable energy generating scheme there is a trade-off to be made between the environmental gains to be made from the installation(s) and the potential loss of amenity and impacts on the landscape and natural environment.

ENV 6: Sustainable energy generation

Proposals for renewable energy/heat installations for individual buildings or enterprises and renewable energy technologies that benefit the community (to supply heat for local housing, businesses and community facilities or to support farm businesses/diversification), will be supported where they demonstrate that:

- i) the siting and scale of the proposed development is appropriate to its setting and position in the wider landscape (including any cumulative impacts) and that any adverse impacts on adjacent land users or important natural, historical, archaeological or biodiversity assets can be mitigated
- ii) that any fuel required for generation is from sustainable sources and can be delivered to the site without undue environmental impact.

Where proposals are received for renewable energy technologies that do not have local benefits, community benefits of an appropriate scale will be sought to help deliver energy efficiency improvements in homes and community buildings.

8.15 Sustainable energy and transport

8.15.1 Proposals and policies to promote pedestrian and cycle use are included in the Transport, Travel and Movement theme of the NP. Technologies that support the use of hybrid fuels and electric vehicles have become more common. Electric vehicles require more frequent re-charging compared to the mileage achieved in a petrol or diesel vehicle. Currently, they are more suited to urban areas and short journeys, but if more charging infrastructure existed, this could change. The Government is moving towards minimising the use of fossil fuels in transport, and it is important to futureproof our local transport opportunities by including publicly accessible vehicle charging points in new development where appropriate (see Policy T6).

9. Housing, Community Life & Wellbeing

9.1 Housing

The evidence and approach to policy

9.1.1 Housing: Key Facts

- Affordability is a significant issue. In 2016 the National Housing Federation estimated the gross annual income needed to purchase a house in Torridge was £50,995, with the average home costing £223,102. The average home cost is 10.7 times greater than average earnings (£20,779).
- The most recent housing needs survey (August 2014) identified 35 Winkleigh households registered on Devon Home Choice.
- Between 1997 and 2011, 132 new homes were built, mostly on three large sites – Kings Meadow, Elms Meadow, and Westcots Drive.
- TDC anticipate a need for at least 2,200 new homes in rural areas up to 2031. In Winkleigh, the Local Plan allocates a site for about 55 new homes on land north of Chulmleigh Road.
- Outline planning approval has been granted for schemes at Eggesford Road (23 units); land south of Townsend Farm (55 Units); and Kingsley Plastics site (70 units).

9.1.2 The Parish has experienced significant change over the last 20 years, with significant house building, most notably the new estates clustered around the edges of Winkleigh. Levels of new development, and its impact (particularly on traffic) were the most contentious issues during public consultation.

9.1.3 Residents' opinions about the need for new housing are divided. Most of those in favour thought it should be located in Winkleigh. Large scale development was only supported by 3% of respondents, with the majority favouring sites of less than 15 new homes – it follows that most supported small- scale sites, infill, single plot development and conversions. There was considerable concern about the scale of development in recent years and its impact on the community – in terms of the amount of housing, the lack of connectivity and walking routes and the design of housing which was often thought to be more suited to an urban than a rural environment. Many thought the pressure of new development on key facilities such as roads, shops, village parking, and essential infrastructure such as the school and doctors' branch surgery was unsustainable.

9.1.4 Housing affordability continues to be an issue: of those who thought they would require affordable housing in the next 5 years, half required property to rent rather than buy. There was some support for development of community owned housing, through a community development trust. The key housing issues for the NP to address are therefore:

- Ensuring new housing is suited to the Parish, in terms of the type and mix of housing and ensuring it creates sustainable neighbourhoods
- How to secure as much affordable housing as possible, particularly to rent.
- Ensuring investment in infrastructure keeps pace with development (covered in the section on infrastructure and implementation).

9.2 The North Devon & Torrington Local Plan

9.2.1 Winkleigh has been designated as a Local Centre in the NDTLP. The plan foresees the Local Centres of the District as the focus for modest growth to support the needs of the wider rural area. The Local Plan expected to see an increase of 10% in the housing stock of the Parish over the lifetime of the Plan (to 2031). The Parish Council supports a more modest growth of 5%. However, Torrington is required to maintain a 5-year housing land supply and, if there is a shortfall, then the Parish may be asked to provide more housing land. In these circumstances, the presumption in favour of development within national planning policy could result in the granting of permission for new housing on sites which are not identified in the Local Plan.

9.2.2 The policies of the Local Plan cover many concerns of Winkleigh residents. Aside from allocating land for new housing, the Local Plan describes the role of Winkleigh in the wider rural context; restricts new housing in the countryside; provides for a proportion of affordable housing on development sites; seeks to achieve a mix of house types and tenures to meet everyone's needs; and aims to improve the quality of development.

9.2.3 Key Local Plan references:

Policy ST07: Spatial Development Strategy for Northern Devon's Rural Area

Policy ST08: Scale and Distribution of New Development in Northern Devon

Policy ST17: A Balanced Local Housing Market

Policy ST18: Affordable Housing on Development Sites

Policy ST19: Affordable Housing on Exceptions Sites

Policy ST19A: Starter Homes Exceptions Sites

Policy ST20: Providing Homes for Traveller Communities

Policy DM04: Improving the Quality of Development

Policy WIN: Winkleigh Spatial Strategy

Policy WIN02: Land North of Chulmleigh Road

Policies DM01-DM06 set basic conditions for development, such as securing safe access; drainage; impact on neighbours.

DM23: Residential development in defined settlements without development boundaries

DM24: Rural Settlements

DM25: Residential extensions and ancillary development

DM26: Replacement dwellings in the countryside

DM27: Re-use of rural buildings

DM28: Rural worker accommodation

DM29: Farmer family attached accommodation

9.3 Housing objectives

9.3.1 The Policies of our NP Plan aim to:

- Provide housing that meets the needs of residents and respects village character (as set out in the principles of the Village Design Statement)
- Facilitate the provision of affordable housing to meet local need
- Promote development that creates healthy neighbourhoods, successfully integrated into the village form
- Explore how new initiatives such as community development trusts could help deliver housing for local need

- Safeguard, support and enhance community assets important for the social and community life of a healthy future Parish
- Ensure any significant development required in the Parish to meet a shortfall in housing land supply occurs in a sustainable way and delivers community benefit.

9.4 Housing policies

9.4.1 The Local Plan defines a development boundary for Winkleigh. Within the boundary development is acceptable in principle (subject to it meeting the criteria set out in the NDTLP policies DM01-DN06). Outside the boundary development proposals are determined against policies for rural areas and the countryside. The hamlet of Hollocombe does not lie within the development boundary. Here, the only acceptable forms of development are likely to be those exceptions listed in the Local Plan and Policy H1, or where national permitted development rights grant permission for certain types of development or changes of use.

9.4.2 The community wish to see more targeted, small scale development, to meet the identified needs of the village. Whilst there are opportunities to provide affordable housing on development sites through policies in the Local Plan, the community may also be able to assist through local action and by identifying land owners willing to make sites available at agricultural value. The Parish Council has been exploring how a community development trust might deliver sites for affordable housing. Similarly, there may be other situations where development is required to benefit the community.

9.4.3 The price of housing in the area, combined with low wages intensifies demand for more affordable housing. The existing housing stock of the Parish has a higher proportion of detached, larger properties. If aspirant homeowners, particularly first-time buyers, are to gain access to the market then it is important to retain smaller properties as well as to plan to increase the stock of affordable and entry level housing.

9.4.4 The policies of the NDTLP (Policy ST18) require 30% of housing on allocated sites to be affordable, or a financial contribution broadly equivalent. The NDTLP also supports the development of affordable housing and starter homes outside the development boundary, subject to a range of criteria that restrict the location, scale and occupancy of development (Policies ST19 and ST19A). The community will rely on the affordable housing policies of the Local Plan (and any Supplementary Planning Guidance on the topic) to secure affordable housing in the Parish. The scale, mix, and type of housing required to meet the affordable housing need will be informed by local housing need surveys and information from Devon Home Choice.

Policy H1: New housing and the development boundary

Outside the development boundary support will not normally be given for the creation of new homes. However, exceptionally, development will be supported where:

- Development is vested in a community development trust
- Conversion secures the future of existing buildings that are of local or historic value, without significant alteration or rebuild
- In the case of replacement dwellings or extensions to dwellings, the replacement/extension is not substantially larger than the original home or increases the floorspace disproportionately
- There is an essential need for a rural worker (including farm workers) to live at, or near, their place of work
- The development provides affordable housing to meet evidenced local need

Within the development boundary, support will be given in principle for the development of small sites of up to 15 dwellings, and for infill development that makes effective use of land.

9.4.5 As well as a need for affordable housing, there is demand for housing to meet the needs of low to middle income households. The composition of family units is also changing; there are more single households, families with single parents – and, coupled with the rise in house prices this has led to many more people requiring assistance to buy property. There is growing interest in self build housing for example. The population of the Parish is also ageing. Over the lifetime of the Plan there is likely to be a need for housing to meet the needs of the less mobile and housing that can be adapted to meet the changing circumstances of the household. There is also room for design that showcases construction technology, particularly where this results in homes with lower running costs. This is particularly important for this Parish, with its lower than average incomes, high proportion of households in fuel poverty and rising energy costs.

Policy H2: Sustainability and housing

Where development is acceptable, support will be given for:

- Self-build proposals, particularly where they deliver affordable housing or starter homes
- Measures to incorporate energy saving/efficiency measures and renewable technologies above the current building regulations standard
- Housing that is adaptable to a range of family and living situations

9.4.6 Typically, recent development in Winkleigh has been of a cul-de-sac type, with little opportunity to walk through and between adjacent neighbourhoods. Pedestrian access to the village centre and other key services can also be poor. There are opportunities to improve this situation, and to ensure future development takes this into account, regardless of whether the development is on allocated sites or sites that are unforeseen by the Local Plan.

Policy H3: Creating links between neighbourhoods

The connectivity and permeability of new development within or adjoining the Development boundary should be maximised to give ready pedestrian and cycle access to The Square and other key village facilities (such as the school and doctors' surgery) and to encourage non-motorised movement between neighbourhoods.

9.4.7 The appearance of new development in the village is not just a matter of design. The way in which space is used has a marked impact on the degree to which a place is pleasant to live in. Parked cars, lack of responsible maintenance for public open space and insufficient storage space for day-to-day items such as bins and bicycles can often detract from what is otherwise a good living environment. Site maintenance should aim to foster pride in neighbourhoods and a collective sense of stewardship. Parking is dealt with in the section dealing with Traffic, Transport and Movement.

Policy H4: Site maintenance

The ongoing maintenance of landscaping, play areas and public spaces created in new development should be provided for by means of a commuted payment to Winkleigh Parish Council or an agreed nominated management company.

Policy H5: Storage

All new development should make adequate provision for the storage of day-to-day items such as bicycles, recycling and refuse bins. Storage should be designed in as part of the development, either within the building itself or in appropriate external storage facilities.

9.5 Land allocated in the North Devon and Torridge Local Plan



9.5.1 Policy WIN02 of the Local Plan allocates land to the north of Chulmleigh Road for up to 55 dwellings. The development is also required, *inter alia*, to provide a car park for about 20 cars at the southern end of the site; a landscaped buffer zone to protect the setting of Court Castle; community woodland of 0.6Ha; and safe pedestrian and cycle access. The allocated site is well located close to the village centre. There is also the potential to create links to other nearby development, facilities (such as the Sports Centre, playing fields, and allotments) and to add diversity of design to the village scene.

9.5.2 The site also offers the chance to anticipate future transport trends and, specifically, to encourage more low carbon car use. Including a publicly accessible vehicle charging point on the site (possibly as part of the proposed car park) would create an opportunity at a mid-point in Devon for electric vehicles to re-charge, as well as providing a local facility to encourage electric car uptake.

Policy H6: Land allocated in the North Devon and Torridge Local Plan

Development of this land should include the following:

- A conveniently located, publicly-accessible, vehicle charging point within the planned car park
- Safe and convenient pedestrian and cycle linkages to the village, playing fields, and Kings Meadow. To retain options for the future, the layout should include provision for links to adjoining land
- The site should be developed with pedestrian movement as a priority. Ideally, pedestrian (indicative pedestrian routes are shown on the map) and cycle linkages should be dedicated routes separated from traffic
- Existing banks and hedge boundaries should be reinforced, particularly along the A3124, as an alternative to fencing of domestic curtilages
- Any hedges and banks removed for vehicle access should be re-instated
- Buildings with designs of traditional proportions are sought, with a layout that helps create a cohesive neighbourhood. A “village street” design could create interest and is preferable to an open cul-de-sac layout. Such a design should aim to draw walkers along the street in a way that is both interesting and attractive.

[9.6 Sustainable development and the 5-year housing land supply](#)

9.6.1 Torridge District Council is required by Government to maintain a 5-year supply of readily available and deliverable housing land and the Local Plan currently enables this. If there is a shortfall, however, and housing supply cannot be met, additional land can be released in locations judged to be sustainable.

9.6.2 Prior to the adoption of the Local Plan, the role of Winkleigh as a small rural service centre made it an attractive location for additional housing to help meet Torridge’s shortfall in housing land supply. Planning permissions for a significant amount of development (up to 125 new dwellings) have been granted on land outside the development boundary, to the south west of the village. There is a widespread perception locally that individually these applications pay little regard to the overall pattern of development, fail to factor in the consequential impact on the Village of increased traffic, do not reflect the infrastructure requirements for the Village, nor consider holistically the wider range of community benefits that housing development could deliver. As stated earlier in this section, the community supports limited development and smaller housing sites for around 15 dwellings or less.

9.6.3 This Neighbourhood Plan has left the sites with planning permission outside the development boundary, taking the view that more sustainable sites exist to serve Winkleigh's long term housing need. The outstanding permissions may, or may not be taken up. If the area to the south and west of the village remains undeveloped, then further development would not be supported in the form it is proposed at present.

9.6.4 Policy H7 sets out to describe the principles to guide any significant future unplanned development in Winkleigh that is required to meet housing need. It can apply to the following situations:

- Where there are planning applications (for sites of 15+ dwellings) on land outside the development boundary
- Where there is sustained developer interest in land to the south and west of the village, between Hatherleigh Road and Townsend Hill
- Where there is scope to influence the detailed planning application stage of extant planning permissions to the south and west of the village

Policy H7: Development to meet the 5-year land supply

If significant areas of land (either individual land parcels, or a number of land parcels) outside the development boundary are required to meet the District's 5-year land supply, the following principles should apply:

- The sustainability of the proposals should be tested, at both a site level and for any cumulative impact on the community
- Development should adopt a "masterplan" approach wherever possible, linking together land parcels (or phases of development) and integrating them seamlessly into the pedestrian, cycle and road network of the village
- Development should not make traffic congestion and parking in the village worse, and provide for any necessary traffic calming and pedestrian safety on roads
- Development should deliver a range of community benefits to meet the additional demand arising from growth, including affordable housing; open space; additional educational and social infrastructure

In particular, land to the south west of the village, if developed, should:

- Have a layout and design that recognises the potential for this area to be phased and planned comprehensively, especially with regard to the future road layout and pedestrian linkages. Consideration should be given to creating an alternative route from Hatherleigh Road to the A3124 through this area, avoiding Townsend Hill.
- Within the design, incorporate traffic calming measures and traffic calming/public realm improvements, both within any development and on the surrounding approach roads, that create a priority environment for pedestrians

- Provide for safe and convenient car and bus parking facilities to serve the area and the primary school, including a priority crossing to the school site for pedestrians. Parking and associated hard surfacing should be well screened by planting
- Ensure any access from Townsend Hill minimises the loss of hedge and bank. Any new access point will be framed by new hedges and banks, merging with the strong north-south boundary along Townsend Hill
- Provide for reinforced natural boundaries within the site and adjacent to the open countryside with planting and the creation of new hedgerows. Existing Rights of Way across the site should be retained and new links created to these
- Plan for a buffer between any business/employment use and residential properties
- Explore the potential for improved community infrastructure, including new medical facilities and the re-routeing of Stagecoach bus services via bus parking facilities (to encourage a park and change facility and give better access to bus services for households) as part of site development.

9.7 Community Life & Wellbeing

9.7.1 Winkleigh has a thriving community life. There is a good range of groups, societies and other organised activities which bring people together. These are mainly focussed around the three significant community buildings: Village Hall; Community Centre; and Sports Centre, although the church and chapels are also important. In addition to weekly and monthly markets, there is a regular memory café, youth club, a music group in Hollocombe, and a thriving football club and allotments. Linking residents together is the active Winkleigh Society which produces the quarterly journal “Distinctly Winkleigh”. The main event bringing the community together each year is Winkleigh Fair, held every July.

9.8 The North Devon and Torridge Local Plan

9.8.1 The Local Plan has strong policies safeguarding existing community assets and leisure facilities and seeking contributions from development towards new or enhanced facilities. In particular:

Policy ST12: Town and District Centres – safeguards locally important shops, services and community important facilities

Policy ST22: Community Services and Facilities – safeguards existing facilities against loss, and supports enhanced delivery/new facilities

Policy ST23: Infrastructure – seeks developer contributions towards provision of physical, social and green infrastructure

Policy DM05: Highways – protects and enhances public rights of way

Policy DM09: Safeguarding Green Infrastructure – safeguards against loss of public open spaces

Policy DM10: Green Infrastructure Provision – sets standards for provision in new development

Policy WIN: Winkleigh Spatial Strategy – social and community facilities are to be safeguarded and enhanced

9.9 Community Life & Wellbeing Objectives

9.9.1 The objectives of the NP are:

- To ensure community life continues to thrive by safeguarding existing community facilities and assets against loss
- To ensure new facilities are provided to meet the changing and growing needs of the community
- To create an environment where access to the countryside and enjoyment of green space can be enhanced if opportunities arise

9.10 Community Life & Wellbeing Policies

9.10.1 The challenge as the village grows is to secure the future of community assets, to exploit their potential, and to develop new infrastructure to meet the needs of new residents. Community infrastructure and leisure facilities are safeguarded in the NDTLP, but there is a particular challenge in Winkleigh arising from the wealth of community space available, its financial viability and the changing needs of residents.

9.10.2 The health of residents is an important factor in quality of life. Leisure facilities are currently focused on the playing fields, just outside Winkleigh. It is important that development of the allocated housing land to the north of the village provides a safe pedestrian link to the sports facilities and allotments. Ironically, for a community nestled in the countryside, access to walks and to green spaces is restricted. There are few communal outdoor areas, no parks, and particularly around Winkleigh village, poor access to public rights of way or bridle paths. Unlike many urban areas there are comparatively few local opportunities for local people to gain the benefits of walking for health or other outdoor activities. Tackling obesity and lack of exercise, particularly amongst children, are major public health issues. New open space should be provided as part of planned development on the allocated housing site north of Chulmleigh Road (see Policy T6).

9.10.3 It has long been an aspiration of the community to create a footpath between the village and Winkleigh woods, an area of open access woodland and a popular dog walking destination. Shute Lane also offers potential to link the residents of Westcots Drive and Elms Meadow to the school and village centre. Hollocombe is more fortunate. It has a network of public rights of way close to the settlement, connecting people with local woodland and the countryside.

9.10.4 The Wallingbrook Health Centre (in Chulmleigh) has a branch surgery located in a bungalow on Southernhay. Should development opportunities in the village be taken up there will be a significant rise in the numbers seeking health care. The Parish Council, in liaison with health service commissioners and providers will keep the need for improved facilities under review (see also Policy H7). The issue of developer contributions for key infrastructure is dealt with in Theme 5: Delivery and Implementation.

Policy H8: Community assets and infrastructure

The Parish Council will work with its partners in the Parish, and the respective managing bodies of community halls to safeguard them against loss and secure their longer-term future for the benefit of the community. Should the economics of retaining three community buildings prove unsustainable, any funds realised from the rationalisation of facilities should be used to enhance the remaining community buildings (securing the built fabric of buildings, improving energy performance and upgrading the facilities).

Policy H9: Access to the countryside for leisure

Existing public rights of way will be protected and enhanced. Opportunities should be taken, subject to the impact on adjacent land users and the environment, to extend and link public rights of way and create new routes particularly where they link to well used areas such as the Winkleigh Sports centre and playing fields/playground and Winkleigh Woods.

10. The economy

10.1 The evidence and approach to policy

10.1.1 What we know about the economy of Winkleigh

- 67% of the Winkleigh population aged 16-74 are economically active (2011 Census)
- 23% of Winkleigh residents over 16 have no qualifications
- Over a third of economically active residents work part-time
- At nearly 22%, levels of self-employment are more than twice the national average.
- Household income is low - £22,559: those who work outside the Parish earn more than those working within it.
- The economy of Torridge is dominated by activities linked to tourism and/or agriculture, with a high incidence of poorly paid and seasonal employment.
- Small employers are dominant in the Parish and there is a rising trend of self-employment, part-time working and micro-business.

10.1.2 What local businesses and their owners want

A comprehensive survey of local businesses was conducted in February 2018 to understand the factors encouraging and inhibiting business development in Winkleigh. Its conclusions were that:

- Winkleigh needs investment in light business/industrial facilities to encourage companies to move to the area and provide opportunities for local people.
- There is some evidence that over the next 5 years local businesses expect to expand but very few additional workers will be needed.
- Those businesses based in the parish want to stay, but there is concern that connecting main roads are inadequate for an increased level of commercial traffic.
- There is a desire to maintain the character of the village itself, through effective traffic and parking management.

- Flexibility in the design of future workplaces is key. Future employment patterns are difficult to anticipate, and development proposals should reflect this uncertainty. Boundaries between our work and non-work lives are increasingly blurred and future design of workspaces should acknowledge this.

10.2 Potential sites for Employment and Development

10.2.1 Within the parish there are four designated General Employment Areas (GEAs) or areas of Employment Land for commercial/industrial development: Winkleigh Airfield, north of A3124 (beside Rangemoors); Winkleigh Airfield south of A3124 (Tristan Johnson Ltd); Seckington Cross (three small sites, including the former Forthglade site and Winkleigh Pine); and Western Barn (home of Winkleigh Cider).

There is a total of 4.12 [check] hectares available for development (without planning permission), with community support, for commercial development on brownfield sites, in preference to development in open countryside. There is also potential for further employment use on the former Airfield. The Airfield is covered by a Site Development Brief (SDB)24 prepared by TDC. These sites are shown on maps in appendix B.

10.3 The North Devon & Torridge Local Plan

10.3.1 The Local Plan has a vision for the economy of northern Devon that is for a diverse and resilient economy that can adapt to challenges and maximise opportunities, underpinned by an appropriately skilled workforce and effective infrastructure.

10.3.2 Key Local Plan policies

Policy ST07: Spatial development strategy for northern Devon – identifies Winkleigh as a Local Centre

Policy ST08: Scale and distribution of new development in Northern Devon – 0.9Ha of additional employment land is to be provided at local centres

Policy ST11: Delivering employment and economic development – supports the growth of the economy through land allocation, educational and skills development; high tech business; modernisation of employment sites; and reuse of redundant rural buildings

Policy ST13: Sustainable tourism – support for a year-round industry that does not damage natural or historic assets

Policy DM12: Employment development at towns and villages – supports economic development within or just outside the development boundary, to meet identified need and where there is an insufficient supply of sites and development cannot be accommodated within the boundary.

Policy DM13: Safeguarding employment land – safeguards allocated sites or buildings currently in use for employment

Policy DM14: Rural economy – supports small scale economic development through conversion of buildings or sites adjacent/well related to settlements, or where there is a functional link to agriculture, forestry or other rural activity

Policy DM15: Farm Diversification -supports farm diversification at an appropriate scale where it reinforces the viability of a farm business

Policy DM16: Equine development – supports development subject to reuse of buildings or where new buildings are needed, well related to existing buildings, and support development subject to criteria

Policy DM17: Tourism and leisure attractions – Support for development of new, expanded or rationalised tourism, visitor or leisure facilities subject to a number of criteria

Policy DM18: Tourism accommodation – supports development in local centres. Elsewhere support is given subject to criteria. Occupancy conditions will only be removed where evidence shows the restriction is no longer justified

Policy DM21: Local and rural shops – supports development of shops up to 250sq m (gross) to serve neighbourhood or village needs, and ancillary to countryside businesses; safeguards against loss of facilities

Policy WIN: Winkleigh spatial strategy – safeguards existing employment sites; supports live work units; supports superfast broadband

Policy WIN01: Winkleigh airfield – allows for: environmental improvement; continued agricultural use; B1, B2 and B8 uses; improved pedestrian and cycle access within and across the airfield

10.4 Economy Objectives:

10.4.1 This Plan seeks to maximise economic development opportunities consistent with the need to promote sustainable economic growth in our rural economy, to safeguard neighbourhood amenity, and to protect the environment. The objectives are:

- To improve the level and variety of employment and economic activity across the Parish by making land available for business development and by promoting training and support to businesses, including agriculture
- To seek out opportunities to improve the skills level of the workforce
- To promote a mixed economy across the Parish which delivers local benefit, by building upon its existing strengths, links and connections, and by supporting development applications which deliver this
- To support measures which maintain and improve the effectiveness and vibrancy of the Village's retail businesses, including encouraging spending to support local shops and businesses
- To promote appropriate development at Winkleigh Airfield, recognising its potential for employment and environmental enhancement, by working with Torridge DC to agree and implement a revised Site Development Brief
- To improve the availability of effective ICT and high-speed broadband communications
- To promote the potential of Winkleigh for sustainable tourism and countryside recreation.

10.5 Policies for strengthening and diversifying the economy

10.5.1 Winkleigh's residents work in a variety of locations, many travelling outside of the Parish for work. The economy of the area is relatively weak, with few large employers, dependent on small, local enterprises, agriculture, sole-traders, and home-based work. Local wages are low and earnings data shows that higher earners resident in Winkleigh are usually employed outside the Parish. Substantial inward investment is unlikely and so the focus of the NP is on strengthening and diversifying the economy and providing opportunities for new and emerging types of small-scale economic activity. Key is creating the environment in which new enterprises can exploit the potential of the knowledge economy and new technology and communications to provide employment. The NP supports development which would provide a stimulus to Winkleigh or the wider local economy, particularly where it offers higher paid employment, training and personal development opportunities.

10.5.2 An important signal given by this Plan is the enduring importance of agriculture and tourism as resilient foundations of our economy. It is important that these industries are drivers for future growth and that the potential of on-line, modern communications, and digital technologies are maximised to enable opportunities in these areas to be exploited. Additionally, this NP recognises that more traditional areas of local economic activity can be significantly developed if they are aligned with and exploit the potential of the knowledge economy. Specifically, sustainable tourism and countryside recreation are growing markets in this part of Devon. There is a rich seam of small craft and creative businesses who require flexible responses to workspace needs.

10.6 Safeguarding employment land

10.6.1 Whilst commercial investment in land and building in Winkleigh remains weak, there is continuing pressure to convert land and buildings which have had a former commercial purpose into residential function. Given the economic requirements of the Parish the NP reinforces the safeguarding policy of the Local Plan (Policy DM13) protecting economic and employment assets, whilst indicating further flexibility in terms of its future commercial purpose. The areas safeguarded by Policy E1 are shown on the Strategy Map (appendix B). The low skill base of the Parish suggests a greater need for business support and training and proposals that deliver these outcomes will be supported.

Policy E1: Safeguarding employment land

Land identified on maps in appendix B will be safeguarded for employment use or uses that complement the local economy through training and business support.

10.7 New economic development

10.7.1 There is potential within the Parish for broadening and strengthening the economy by focussing on the potential of new types of activity consolidating success. Policy E2 signals the types of activity and how planning decisions could contribute to this.

Policy E2: New economic development

This NP supports:

- The development of new businesses, and the expansion of existing businesses in the Parish, where this can be achieved sustainably

- Development that furthers the knowledge economy, including improved telecommunications and ICT infrastructure, mixed-use and purpose-built live-work development¹, where it is compatible with other nearby land users and well related to the existing built up area, or are part of a designated employment area. The primary purpose of live-work units should be to provide flexible work-space, therefore the residential element of live/work development should be provided in such a way that the future use of the total floorspace for business use is not compromised.
- Safeguarding the historic heritage of the site/building Where development occurs through the conversion of traditional buildings, In all cases lighting for security and operational reasons should be compatible with the “dark skies” objective for this part of Devon

(1) Live-work units are defined as: Units of living accommodation, which are specifically designed to accommodate work facilities for those residing there.

10.8 Future use of Winkleigh Airfield

10.8.1 Winkleigh Airfield is recognised as a focal point for economic and employment opportunities that could complement and enhance Winkleigh’s role as a local centre. The airfield is a site of environmental and historical significance and so, in addition to supporting appropriate development that meets a local or wider need, it is required that development enhances its environmental assets and conserves heritage assets on the site. Restoration and enhancement of the landscape and its continued use for agriculture where appropriate, together with access improvements, are recognised objectives. The expansion of existing businesses and new development within areas defined in the development brief will therefore be acceptable providing it helps to achieve these goals.

10.8.2 The airfield is not considered an appropriate location for residential development, or further food-related retail development, as it is detached from the village with its range of services and this would lead to further dispersed development in the countryside, contrary to national policy.

Policy E3: Winkleigh Airfield

The NP:

- Promotes future development at Winkleigh Airfield, recognising its potential for employment and environmental enhancement, and commits to working with TDC to agree a revised Site Development Brief
- Supports business development, diversification and expansion (uses B1, B2, B8) on this site

- Supports uses that improve and enhance the knowledge economy and/or offer business support, such as training, conference facilities, teleworking and networking suites
- Will support work/live units, or where a residential unit is required for supervisory/security reasons. In such cases the accommodation should be provided within the premises (see also Policy E2).
- Promotes, where opportunities arise, safe pedestrian and cycle links within and across the site, and to the village
- Supports measures that safeguard, enhance and improve access to, and public understanding of, the World War 2 heritage of the site
- Requires lighting and boundary treatments that recognise the rural location of the site and the dark skies designation of the area
- Requires appropriate landscape restoration and environmental measures to protect the distinctive character of the site, connect established wildlife corridors, preserve existing woodland and enhance wildlife habitats for identified species, including birds

10.9 Retail businesses

10.9.1 Winkleigh village has a range of shops and facilities providing day-to-day needs appropriate to the size and scale of the current population which it serves. As the Parish grows there is a need both to promote Winkleigh shops, services and businesses, to encourage people to spend locally and to ensure that there is sufficient capacity to meet future needs. Currently, opportunities for central village services to expand are limited. As the village population grows additional, small-scale, retail development that is easily accessible on foot, which complements existing provision, and that meets the needs of the resident population, is invited.

Policy E4: Retail businesses

Within the Square local shops are protected from change of use. Development proposals for change of use to non-retail and non-service uses will only be supported where they demonstrate that: they have been marketed for existing use for a period of 12 months; there is no significant harm to the level of service locally; and where there is no reasonable prospect of the business continuing.

Support will be given for additional small-scale retail development to serve the village, where it is within or adjacent to the Development Boundary, well related to the built-up area, and offers safe and convenient access for pedestrians from within the principal-built form of the settlement.

11. Transport, Travel and Movement

11.1 Evidence and Approach to Policy

11.1.1 Transport: Key Facts

- Transport accounts for 25% of energy used by households
- Residents travel further, on average to access jobs, facilities and services
- Car ownership levels are high
- There are regular bus services along the A3124.
- The only nearby connection to the rail network is Eggesford train station, 4 miles away, without a car-park
- The footpath network in the Parish and within Winkleigh itself is poorly developed with few linkages to residential areas, and little connectivity

11.1.2 Winkleigh's location in the heart of Devon means its residents travel in all directions for work, service, leisure and other activities. Many local people also drive to the village for shopping, school and other facilities. The village has bus services along the main A3124. There is no public transport to Chulmleigh (where the health centre and secondary school are based) or to rail stations at Eggesford and Morchard Road.

11.1.3 The village itself is served by a network of small roads and lanes, many of which lead on to The Square. The main A3124 is a strong boundary to the south and east of the village; for those living

along Eggesford Road it is also a significant barrier to safe and convenient pedestrian access to the centre of the village. The main roads present a harsh environment compared to the more enclosed and intimate quality of the Square and its approach roads. Hollocombe is served by a network of small, single track rural roads which dive steeply down the hillside where most of the properties lie. The only cycle route in the Parish is the shared surface alongside the A3124.

11.1.4 Community discussions highlighted the following issues:

- Speed along the A3124, especially past the sports centre, Barnstaple Street, Torrington Road, Townsend Hill and Exeter Road

- Danger to schoolchildren and local motorists along Townsend Hill due to excessive speed and volume of traffic
- Lack of adequate parking in The Square and along Exeter Road
- HGVs using unsuitable minor roads
- The impact of traffic on safety, pedestrian confidence and the ability to cross roads
- The form of recent development that pays no attention to pedestrian links, and does not encourage walking routes between neighbourhoods and to key facilities and services
- There is a longstanding desire to find a dedicated walking route to Winkleigh Woods (see Community Life section)

Underlying these discussions are concerns that, as the size and population of the village grows, so too will the speed and volume of traffic, and that this will erode the character and distinctiveness of Winkleigh and further undermine the safety of pedestrians.

11.1.5 The Parish Council commissioned Hamilton-Baillie Associates to look at how the NP could tackle traffic and safety concerns through reinforcing local distinctiveness [**insert link report**]. This found that the key to developing a traffic strategy lay in seeking ways to reduce speeds, to raise driver awareness of the presence of the village, and to find way to retain and promote human activity and ownership of Winkleigh's streetscapes through a combination of measures.

11.2 The North Devon & Torridge Local Plan

11.2.1 The Local Plan supports reducing the need to travel by car and delivering improvements to infrastructure and services where possible.

11.2.2 Key Local Plan references

- Policy ST10: Transport strategy – supports the functioning of the strategic road and rail network (including the Tarka line); provide infra structure to service development and regeneration; support for public and community transport; travel interchanges; reducing the social and environmental impact of traffic
- Policy DM05: Highways – requires all development to have safe access and adequate parking and layouts (taking account of all users); protection and enhancement of public rights of way
- Policy DM06: Parking provision – to be made according to a number of criteria.


- Policy DM27: Reuse of rural buildings – suitable highway access required and the network is to be capable of accommodating the use
- Policy WIN: Winkleigh spatial strategy – provision of village parking facilities; support for improved transport/infrastructure including transport links to Eggesford station
- Policy WIN01 Winkleigh airfield – improved pedestrian and cycle access within and across the airfield
- Policy WIN02: Land north of Chulmleigh Road – a car park for 20 cars; access from the A3124; safe pedestrian and cycle access

11.3 Transport, Traffic and Movement Objectives

11.3.1 The policies for transport, traffic and movement in the NP aim to improve the pedestrian and cycling connections between neighbourhoods by giving priority to pedestrians and cyclists over motorised traffic; to reduce the ‘strangling’ effect of surrounding through-routes; to reduce the severance of parts of the village from the centre; to bring down traffic speed; and to manage parking and congestion more effectively. A major finding of the Hamilton Baillie report was that changing drivers’ behaviour and responses to the street scene was likely to be more successful in tackling traffic issues than traditional engineering solutions (such as one-way systems, changes to speed limits, large road junctions).

11.3.2 The objectives for the Neighbourhood Plan are therefore to:

- Change driver perceptions, by making small changes on through-routes so that they “read” as part of the village. This can be tackled initially through a series of easy measures such as street furniture, planters, the removal of white lines and, where opportunity arises, resurfacing to signal priority to pedestrians and cyclists.
- Examine how village gateways and “rat-runs” can be modified to slow traffic and signal the village environment, for example through the realignment of carriageways; surfacing measures; appropriate traffic calming, and the location and design of village and highway signage.
- Enhance the environment of the Square (at the heart of the conservation area), removal, relocation and simplification of signage and noticeboards; enhancement of the pump and its setting; and the road resurfacing to indicate appropriate parking areas.
- Improve pedestrian networks and create new walking and cycling routes to key services, between neighbourhoods and to the open countryside



Devon County Council, as the designated Highways Authority for this area, are responsible for the highway infrastructure and maintenance. The Parish Council will liaise closely with the County Council to help realise the policies of the NP.

11.4 General Transport Policies

Design and Traffic Management

11.4.1 Currently the village centre and environs are heavily orientated in favour of car usage, with the needs of pedestrians subordinate to those of drivers. A consequence of this marginalisation has been that pedestrians feel less safe, roads have become more congested and traffic speeds have increased. Those who have no choice but to walk, to school for example, feel less safe. Socially, motorised transport isolates people from their neighbours and divides communities, but by reclaiming the streets and sharing spaces, a sense of place can be reclaimed.

Policy T1: Design and Traffic Management

The design and layout of new development will prioritise movement according to the following hierarchy:

- 1 Walking and cycling
- 2 Public transport
- 3 Private motorised transport.

This means development will:

- Contribute to a network of footpaths and cycleways that safely and conveniently link residential areas with each other and the main services in the village. Cul-de-sac development and layouts should be avoided, to prevent neighbourhood segregation. Development will encourage the creation of circular walking and cycling routes for health and leisure
- Design the road layout to reduce traffic speed without the need for speed limits
- Interpret road design standards in a way sympathetic to the local context, avoiding the need for excessive visibility splays, earthworks and road engineering. Banks, walls and other features disturbed during the creation of new accesses should be re-instated using traditional methods and materials.
- Signage and road engineering solutions should reflect the “shared spaces” philosophy

To encourage public transport use, developers of sites in excess of single dwellings will provide new residents with information about public transport services and local timetables.

11.5 New Development and Traffic

11.5.1 With the designation of Winkleigh as a Local Centre within the Local Plan, and with the consequent development and growth expected, the potential conflict between motorists and pedestrians may be exacerbated. The impact on the village square and sites such as the primary school are a particular concern. Policy T2 seeks to mitigate this.

Policy T2: New development and traffic

New development that significantly contributes to additional traffic and parking congestion in and around the Square and the school will not be supported unless these impacts can be successfully mitigated. A design and access statement should set out the traffic volumes and flows generated by new development, their impact, and demonstrate the effectiveness of any necessary mitigation measures.

Where development may result in significant numbers of additional pupils attending the school, opportunities should be taken to work with the school to review the school travel plan so that measures to improve safety for pedestrians and promote less car use are fully explored.

11.5.2 Within the development boundary there are some opportunities for limited infill development. Where this occurs opportunities should be taken, in accordance with Policy T1, to enhance pedestrian and cycle linkages and overcome the current barriers pedestrians face in reaching the school and village centre. This is particularly important for sites to the south of the village.



11.6 Land between Elms Meadow, Westcots Drive, and Farmer Franks Lane.

11.6.1 There are currently no plans to build on this site. However, the position of the land wholly within the development boundary means that provided it can be successfully developed there would be no objection in principle to housing on the site. There are potential access points from Farmer Franks Lane and Westcots Drive. The site is bounded by the historic Shute Lane to the east. If development occurs there are good opportunities to create pedestrian links to the adjacent estates of Elms Meadow and Westcots Drive, potentially opening safer walking routes to school for residents of Elms Meadow. Indicate routes are shown on the inset map.

Policy T3: Land between Elms Meadow, Westcots Drive and Farmer Franks Lane

Any development of this site should provide for:

- Safe vehicular access that does not compromise pedestrian safety
- Improved pedestrian linkages (shown indicatively on the map), including pedestrian links to Farmer Franks Lane and Shute Lane

11.7 Parking Management

11.7.1 Parking within the village is limited with competition between residents and those visiting shops and facilities. Inappropriate parking causes some congestion in the square particularly when large delivery vehicles or agricultural machinery require access. These issues are likely to cause future problems as the population grows and could, unless addressed, inhibit retail and other development in the village, and impact upon the quality of the lives of those living in the centre of the village.

11.7.2 The development of a car park on the allocated housing land north of Chulmleigh Road will go some way to easing parking in the Square. Management of parking in the Square and some of the narrower roads in the village is more problematic. Many of the difficulties experienced

arise from vehicle owners parking inappropriately. The situation could be helped by designating, by means of surfacing, the places where parking is acceptable. If the opportunity arises (through ongoing maintenance work, or if enhancement work in the conservation area is proposed) then this might be possible.

Policy T4: Parking management

New development will address the parking needs of residents and visitors. New houses should provide for their own parking needs, either within their own curtilage or by provision of rear parking courts conveniently located to encourage their use. In discussion with Devon County Council Highways, where suitable on- street parking is provided, or the opportunity arises through maintenance or enhancement work, the use of using contrasting hard surfacing/paving will be considered.

11.8 Street Lighting

11.8.1 Whilst street lighting at night contributes to perceived feelings of safety, there is local pride in our dark skies at night and concern that excessive street lighting could undermine this asset. This policy seeks to address and balance these concerns.

Policy T5: Street lighting

Street lighting in new development will be designed to minimise light pollution, while having regard to pedestrian safety and security, and will appropriately-timed to support the dark skies initiative. Low level lighting should be used for pedestrian routes where required.

11.9 Transport Infrastructure contributions

11.9.1 Hamilton Baillie consultants identified how infrastructure funding could impact upon traffic management and travel issues within Winkleigh. Funding could include: s106 and Community Infrastructure Levy (CIL); New Homes Bonus; other funding to promote small scale change; private sponsorship and not-for-profit company investment.

Policy T6: Transport Infrastructure contributions

Where required to offset the impacts arising from new development contributions will be sought for:

- Improvements to public transport (including access to rail services)
- Improvements to school transport services
- Implementation of the Neighbourhood Plan transport strategy where the impact of development requires mitigation of any harm

In addition, new development of over 15 units will be expected to provide publicly-accessible electric vehicle charging facilities

As opportunities arise, the priorities for local expenditure and transport-related public realm improvements will be:

- Townsend Hill: Measures to slow traffic and improve pedestrian safety, particularly near the school and any future access required to land to the west
- The junction of the A3124 with Exeter Road and Eggesford Road
- Enhancement of the Square with appropriate paving/surfacing to indicate parking spaces
- Commissioning of further studies and design work to implement change

12. Delivery and Implementation

12.1 Introduction

12.1.1 To be effective the Neighbourhood Plan needs to be delivered and progress monitored on a regular basis. This section of the Neighbourhood Plan will change and develop over time as policies are delivered.

There are three ways in which the objectives and policies in the plan will have an impact.

- 1 Building on the earlier project work of the Community Plan and its Action Programme (appendix/library doc ref), there are a series of project-based actions which complement the Plan. These are detailed in the delivery and implementation framework.
- 2 Using the objectives and policies of the Neighbourhood Plan as a tool for shaping the decisions that are made, particularly by Torridge District Council in its Development Management function and by the Parish Council when commenting on planning applications.
- 3 Securing investment to make sure essential infrastructure (such as sewage treatment works, drainage, access and parking, school facilities, community facilities, green space and play space) keeps pace with development.

12.2 Who are the delivery agencies?

12.2.1 It is important that the Neighbourhood Plan is used by Winkleigh Parish Council, Torridge District Council and other decision-making partners and delivery agencies. The main users of the plan will be the Parish Council and Torridge District Council. The latter will be responsible for monitoring the overall progress of the Torridge Local Plan, particularly in relation to district wide levels of development. The Parish Council will be responsible for monitoring the specific policies of the Neighbourhood Plan, coordinating projects and actions and measuring progress. It will also use the policies of the plan to shape its responses to planning applications.

12.2.2 The Neighbourhood Plan also sets out a longer-term vision for Winkleigh with policies that are designed to improve the functioning and connectivity of the village. To deliver a sustainable future for Winkleigh, the vision, objectives and policies will be used to inform negotiations with any future developers.

12.2.3 During the preparation of the plan the Parish Council has been in consultation with other key agencies, particularly Devon County Council (whose responsibilities include Highways, Education and the Historic Environment); the NHS; Devon Wildlife Trust, Natural England and the

Environment Agency, as well as adjoining local planning authorities and parish councils, and will look to work with these strategic bodies to deliver actions that also complement their strategies and plans.

The community and voluntary agencies, private business, and developers, also have a part to play, particularly in terms of community infrastructure, events and village life.

12.3 How will the delivery of the plan be funded?

12.3.1 The Parish Council has limited funds available to help implement the Neighbourhood Plan and will look to other funding streams to deliver the objectives and policies.

The main funding sources will be:

- Winkleigh Parish Council
- Torridge District Council (project funds as they arise; New Homes Bonus; Community Infrastructure Levy (see below))
- Devon County Council
- S106 contributions
- Other funding streams such as waste funding initiatives; lottery funding; and contributions from economic partnerships, the private sector and 3rd sector

12.3.2 The position of delivery funding will also be kept under review. At the time of writing the Government is reviewing its policy position on Community Infrastructure Levy (CIL) and its relationship to s106 agreements. Other potential funding streams such as New Homes Bonus may not be secure in the longer term and other new funding sources may arise.

12.4 Infrastructure policy

12.4.1 Additional development places a burden on the facilities of the Parish. In particular, the levels of potential development in Winkleigh will mean accommodating additional children at the pre-school and primary school, and greater numbers of pupils travelling to Chulmleigh for secondary education. The pre-school and primary school currently (summer term 2018) have 250 pupils. School capacity is registered as 210.

12.4.2 It has also been a long-held aspiration of the community to have better medical facilities and the existing medical practice itself recognises the pressures that an enlarged population will place upon them. Should the opportunity arise, development proposals that include appropriate medical facilities would be supported.

Policy D1

Development proposals should demonstrate that they have considered the impacts of development on the infrastructure* of the Parish. This includes the physical infrastructure (sewage treatment, flood alleviation; access, car parking and traffic management measures; adequacy of pre-school, primary and secondary educational facilities) and social infrastructure (community meeting places, library provision, access to public transport, school transport, medical facilities, open green space and play space).

Where a need is demonstrated financial contributions will be sought (via s106 and/or CIL if applicable) to upgrade provision.

*the list in the policy is not intended to be comprehensive

12.5 Future work

12.5.1 Transport and traffic issues have long been an issue for the Parish, as detailed in the section on transport, traffic and movement. Following work by Hamilton Baillie, the Parish Council wish to act on the recommendations. Dealing with many of the issues will take time and considerable finance. Some of the steps that need to be taken can be actioned by the community, but some of the infrastructure required will take longer to deliver and has to be front-loaded by more detailed research and costing.

Policy D2

Working with delivery partners, the Parish Council will actively seek funding to cost more detailed proposals for transport and traffic management measures, reflecting the findings of the Hamilton Baillie report.

Neighbourhood planning also offers opportunities for local communities to deliver housing land to meet local need. The Parish Council will explore this, and future Community Development Trust ideas, taking them forward through any relevant mechanisms.

12.6 Monitoring the progress of the plan

12.6.1 A separate delivery and monitoring framework document details the policies of the plan, how they will be delivered and monitored and identifies the key agencies responsible. It is intended to use a delivery and monitoring framework as a tool for annual reporting to the Parish Council and other delivery agencies, so that progress can be assessed. Monitoring will highlight those policies which are most useful to the community and those where use of the policy or progress towards a desired outcome has been disappointing. Action can then be taken to address these findings.

12.6.2 Over time the Neighbourhood Plan is likely to become outdated as circumstances change and development occurs. The monitoring and delivery framework can help assess the relevance of the Plan's contents, and a review of all or part of it can then be undertaken as necessary. It is anticipated an appraisal of the contents will be required at least every 5 years, and/or when the Local Plan is reviewed.

END

APPENDIX A

1

What is affordable housing?

- Socially (affordable) rented housing

This is housing owned and/or managed by a Housing Association (or 'Registered Provider') Guideline target rents are decided by a national rent regime. To qualify for this type of housing, where rents can be up to 80% of open market rents, you must register with Devon Home Choice.

- Intermediate housing

This is housing for those who can afford to pay more than housing association rents, but cannot afford to buy on the open market. It can take the form of:

- Intermediate rent let at below market rents through private developers
- Low cost housing for sale (homes sold by developers at a discount, typically up to 50% of market value).
- Homebuy sold through housing associations where a household buys at least 25% of the home and pays rent on the rest. The rent and mortgage combined cost less than a conventional mortgage.

2

What does 'local' mean?

(just Winkleigh Parish or Winkleigh +adjoining parishes?)

- connection to the Parish by birth
- current residence within the Parish for a number of years (5 years?)
- former residence in the Parish within a set timescale (previous 5 years?) –
- close family members resident in the Parish
- employment in the Parish

Affordable homes to buy can also be delivered as self-build or through community landtrusters which safeguard homes as assets for the local community.

What is 'affordable'?

This will vary with local wage levels and property prices.

In Torridge:

Mean house price 2016	£223,102
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Mean private sector rent 2016	£575
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Mean annual earnings 2015	£20,779
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Ration of house price to income	10.7
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Income required for 80% mortgage 2016 (80% @3.5)	£50,995
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Total housing association affordable homes 2016	2,936
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