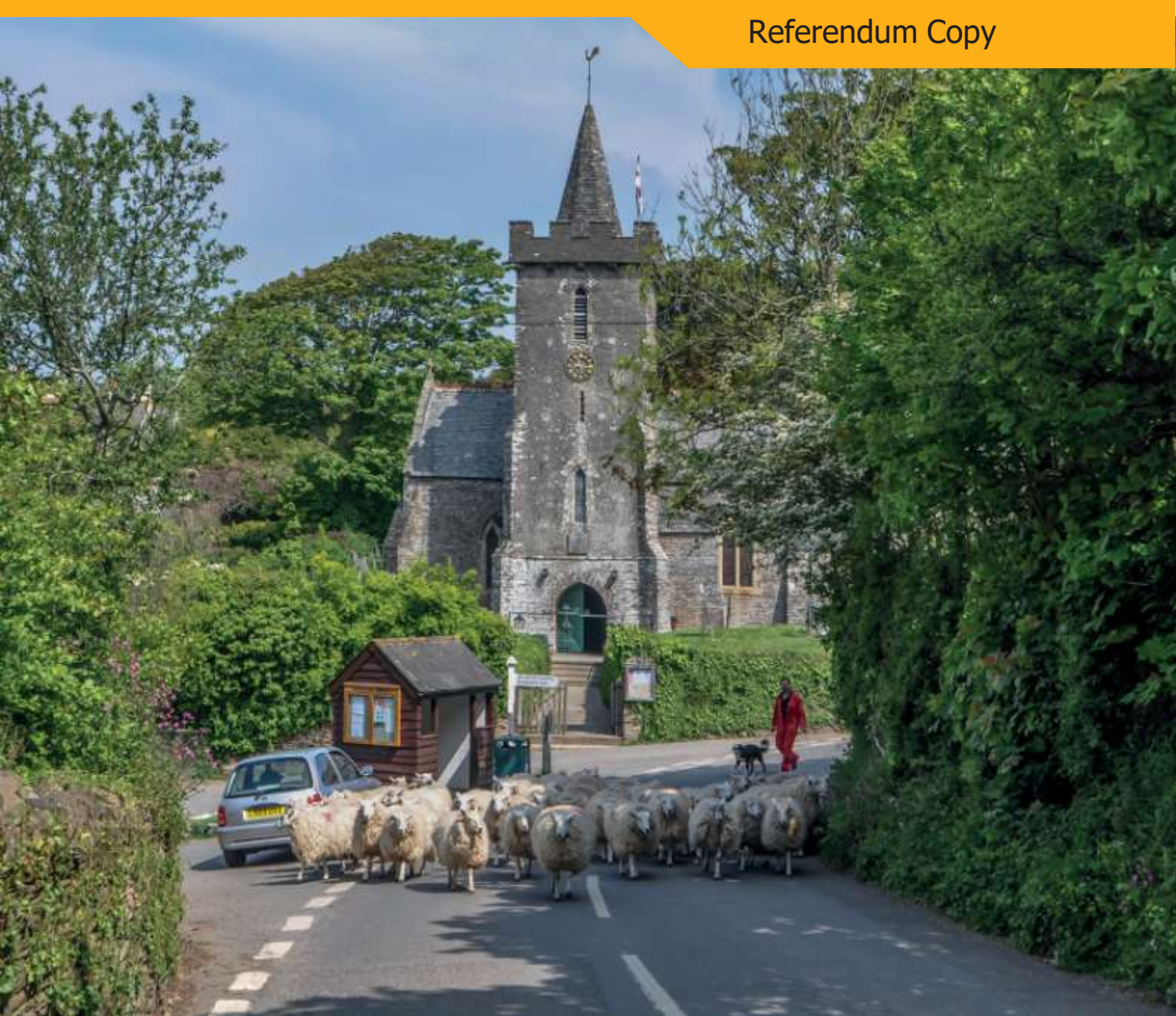


# Ringmore Parish Neighbourhood Plan

Referendum Copy



**2020 - 2034**

Prepared by the  
Ringmore Neighbourhood Plan Steering Group  
on behalf of Ringmore Parish Council  
[www.ringmoreparishcouncil.gov.uk](http://www.ringmoreparishcouncil.gov.uk)

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# Foreword

## **Welcome to the Ringmore Parish Neighbourhood Development Plan which has been formulated under the auspices of Ringmore Parish Council based on the views of residents as its guidance.**

The process commenced in 2017 with authorisation by the Parish Council to form The Ringmore Neighbourhood Plan Steering Group. There followed a series of consultations with residents at village events and through questionnaires delivered to each household in the parish. This plan is the result of what you, the Parishioners, told us through these initiatives. The steering group reported back to the Parish Council each month and those reports were included in the minutes published in the Ringmore Newsletter, which also included short articles and other information from time to time.

Finally, the steering group held an open morning in the WI Hall in November 2019 to give the opportunity for residents to view the progress and ask direct questions of each part of the plan. I would like to take this opportunity to thank all those who have supported and contributed to this process with their constructive comments.

This Regulation 15 Version of the Plan has been submitted to SHDC, if the Council are satisfied that the Plan meets the Basic Conditions, a six week formal consultation on the Plan will be carried out by the Council under Regulation 16. It will be then submitted to an independent government inspector for their approval and finally will be subject to a vote by parish residents before final acceptance.

The plan will then become part of the planning process for any development in the parish and will have legal force.

I would also like to thank those who gave up their time to help formulate this report. They are (in alphabetical order): -

Robbie Bristow	Rosemary Piercy	Michael Tagent
Mike Campbell	John Reynolds	David Vincent
Malcolm Findlay	Nancy Singleton	Jen Williams
David Milne Smith	Tim Swainson	Mike Wynne-Powell

Thanks, are also due to Mike Wynne Powell and David Vincent for the use of their photographs to illustrate this Plan.

Lastly my thanks to members of the Parish Council for their support during this long process.

**Richard Baker**

**Chairman**

**Ringmore Neighbourhood Plan Steering Group**

# Introduction

## What is a Neighbourhood Plan?

Neighbourhood planning was introduced under the Localism Act 2011. A Neighbourhood Development Plan (NDP) gives communities direct power to develop a shared vision for their neighbourhood and to shape any growth and future development in their area. For the first time communities can produce plans that form part of the development plan for their area which will have statutory weight in the planning system. If adopted the NDP will stand alongside the Plymouth and South West Devon Joint Local Plan (JLP) 2019 and they will both have the same legal status when determining planning applications.

The NDP does need to have regard to the national policies and guidance contained in guidance issued by the Secretary of State starting with the National Planning Policy Framework 2019 (NPPF) combined with the National Planning Practice Guidance (NPPG). It needs to contribute to the achievement of sustainable development and it also needs to be in general conformity with the adopted strategic policies contained in the JLP. The Plan also needs to meet human rights requirements. The above requirements are known as the 'basic conditions' under the Neighbourhood Planning Regulations.

As an addition to the JLP the Ringmore Neighbourhood Development Plan (RNDP) gives the opportunity for parishioners to frame how these policies should be applied to their parish and can provide additional or more detailed proposals and policies, particular to the needs of the parish.

The policies within the NDP are the result of consultations carried out with those who have homes or businesses in the parish together with additional evidence-based work carried out by the Neighbourhood Plan Steering Group and others who have aided in preparing the Plan.

The first public statutory consultation Regulation 14 was completed on December 18th, 2020 and this document incorporates the changes made because of that process.

This Consultation is the second consultation (Regulation 15 of the Neighbourhood Plan Regulations 2012) regarding the proposals set out in the Draft Neighbourhood Plan to give the people who live, work, or carry out businesses in the parish an opportunity to comment on the Plan, and to enable amendments to be made if considered appropriate.

Following this stage, The South Hams District Council will then carry out their own consultation of the Plan in accordance with Regulation 16.

The Examiner will then issue a report and if the plan meets the basic conditions, with or without modifications which the Examiner recommends the Plan will then be able to proceed to the referendum stage. All people who are on the Ringmore Parish Electoral Register will be given the opportunity to vote at the referendum and if more than 50% of those voting, vote in favour, the Plan will then be referred to SHDC to be 'made' and to become part of the development plan for the area.



## How the Plan has been prepared?

The Parish Council of Ringmore decided on 16th May 2017 to proceed with an NDP and invited volunteers from the local community to form a Steering Group to guide this process. The first meeting of the Steering Group was on 5th June 2017. On 14th July 2017 Ringmore PC received official confirmation from South Hams District Council (SHDC) that the area contained within the Parish boundary was formally designated as a Neighbourhood Planning area. **See figure 1.**

There has been a report of the progress of the Steering Group to the Parish Council each month. This has been minuted and published in the monthly Ringmore Newsletter which is distributed to every household.

In addition, there has been five public consultations at village events: -

<b>28th August 2017</b>	Ringmore Garden Party & Challaborough door to door consultation
<b>15th October 2017</b>	Ringmore Apple Pressing event – interactive consultation from stand
<b>1st August 2019</b>	Challaborough consultation meeting at The Broch, Challaborough
<b>26th August 2019</b>	Ringmore Village Fete – stand and presentation of progress
<b>16th November 2019</b>	Open Forum with 5 RNPSG members to answer questions and take suggestions.

There have been two written questionnaires or surveys: -

<b>1st October 2017</b>	Approx. 115 copies of Village Newsletter with initial survey and stamped addressed envelope.
<b>16th April 2018</b>	Distribution to all households in the parish of a Parish Questionnaire and Housing Needs Survey prepared by an independent and professional organisation called Devon Communities Together (DCT).

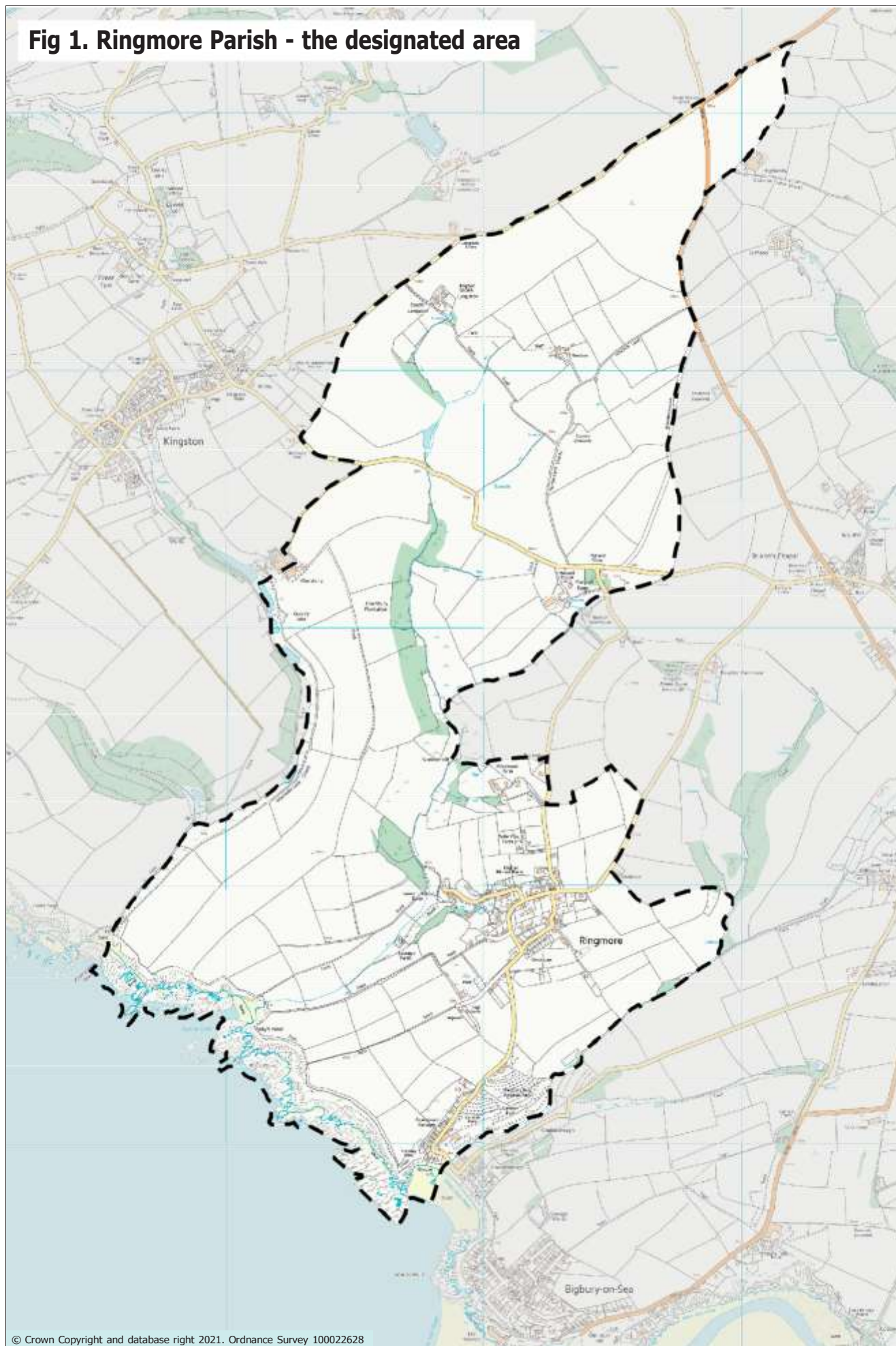
The answers to the questionnaire and survey were collated by DCT and only the summary report was sent to the Steering Group. This document forms the basis of local opinion used to develop the report. The community was kept informed of progress via articles in the Ringmore Newsletter and via monthly reports to the Parish Council which have been recorded and published in the minutes and are also on the Parish website. Where possible, local businesses have been approached to discuss how the RNDP can assist and support their business, whilst understanding any conflicts that may occur between the residents' wishes and the needs of a business.

We have also taken into consideration national policies and guidance and the strategic policies of the District Council, together with the relevant statistics for the area.

The Pre-Submission Draft of the RNDP attempts to collate all opinions from stakeholders in the parish.

The plan once adopted will be part of the statutory development plan having at least the same weight and, in some circumstances, more weight as the adopted JLP in any planning decision for the area within the parish boundary.

**Fig 1. Ringmore Parish - the designated area**







# 1. Information about the Parish of Ringmore

Ringmore Parish is situated adjacent to the coast in the South Hams area of South Devon. The parish is bounded by Kingston Parish to the west and north and Bigbury Parish to the east, each of which has developed their own NDP to address the requirements of their area.

The Parish of Ringmore is made up of the Village which lies approximately 1 km (0.62 miles) inland from Ayrmer Cove. There are also dwellings on the west side of the stream in Challaborough which are within Ringmore Parish and there are three other small settlements at Marwell, South Langston and Renton. A map of the parish is shown opposite in **Figure 1**.

The parish lies wholly within the South Devon Area of Outstanding Natural Beauty (AONB), with the southern part of the parish, including Ringmore village and Marwell, also being within the South Devon Heritage Coastal Area and the Undeveloped Coast. It is afforded certain protections by these designations. Most of the land to the south west of Ringmore Village is owned and managed by The National Trust. There is a Conservation Area around the centre of Ringmore Village.

The parish can be described as remote, situated down nearly 5km (3 miles) of single-track road (bounded by high Devon Banks with hedges and passing places), from the A379 Kingsbridge to Plymouth. The southernmost part of the parish is dominated by two large static caravan parks with over 500 pitches resulting in a ratio of 4.1 caravans to every house in the parish. The traffic to and from these sites constitutes a major problem for residents, as well as for the movement of farm animals and machinery.

Almost all traffic to these sites passes through the narrow lanes of Ringmore Village and this includes several HGV vehicles per day. Walking on the road in this area is hazardous, there are no pedestrian pavements.



The parish provides a very important habitat for wildlife and supports a rich fauna including many species of bird, including birds of prey and other protected species i.e., bats, owls, adders, grass snakes, slow worms, and lizards. There is also a wide variety of insect species which support and enrich the overall health of the local flora and fauna. Almost the whole parish is within the defined habitat of the Cirl Bunting, a rare and protected species which is offered extra special protection.

There are few community facilities within the parish. There is no pre-school, primary school or secondary school, no regular daily bus service, or all year shop. There is no street lighting or pedestrian pavements. There are very few places where vehicles can be parked safely except on private land. There is no designated speed limit for vehicles through the parish and there are several blind corners. The commonly held land is in very small areas and unsuitable for providing further facilities.

The local amenities have become diminished over many years and within the parish boundary there is only a seasonal local shop at Challaborough. The next nearest shop/post office is open year-round is situated at St Ann's Chapel approximately 1.6km (1 mile) from Ringmore Village centre. All other significant amenities are to be found in the market town of Modbury approximately 8km (5 miles) away or alternatively Kingsbridge some 16km (10 miles) away by car. The nearest A&E (minor injuries unit) can be found at Kingsbridge Hospital, more serious emergencies must travel to Derriford Hospital, which is a journey of 34 kilometres (21 miles) and is approx. 40 minutes each way. For very urgent cases the parish relies on Devon Air Ambulance and the HM Coastguard Helicopter.

There are two 'village halls' in Ringmore Village, one is owned by the church, the other is owned and run by Ringmore Women's Institute. Social events are held in one or other of these halls but due to their size and lack of parking neither is ideal.

There is an inn/restaurant called the 'Journey's End' possibly dating back to the 13th century and the pre 13th century church of "All Hallows" Grade II\* which is complemented by a further 22 Grade II listed buildings or sites in the parish of which 19 are dwellings. These are shown in **List of Statutory Designated Heritage Assets in Appendix i**. There are many cottages with cob walls and thatched roofs and there are several old buildings which are not Grade II listed but are important to the setting and ambiance of the parish. These are included in the list of **Local Heritage Assets in Appendix ii**.



## Historical Background of Ringmore Parish

There has been a settlement at Ringmore formally called Reimore since before Saxon times and the village is mentioned in the Domesday Book of 1086, between this date and 1907, most dwellings were owned by "The Manor" or "The Church".

The village and the church have a rich history, with the current church building dating back to the 13th Century. Many of the buildings reflect the history of this mainly farming and fishing village, which was the site of a minor invasion by government forces during the civil war of the Cromwellian period. Cannon balls have recently been found near the beach not far from the village.

Most of the village was until 1907 part of a private estate or "Manor". Although many of the buildings date from the middle ages rather than 13th century, and since the main building materials were straw and cob, it is reasonable to assume that dwellings were present before then and had to be rebuilt as the weather took its toll.

There was another major refurbishment of village building during mid Victorian times by the then rector, Francis Hingeston-Randolph. It is estimated that 45 of the current dwellings predate the Manor sale.

Few people in the village would have been able to read or write before the village school opened in 1875. Therefore, there is a shortage of written records about the village before the arrival of Hingeston Randolph in 1860. Sadly, the school closed in 1929.

There are many typical Devon thatched cottages, coastguard/farm labourer cottages and farmhouses in the village (e.g. **Figures 2-4**).

There is a total of 23 Grade II\* or Grade II listed buildings and assets within the parish (**see Appendix i for current list**) and there are several other buildings and assets which the parish consider to be "Heritage Assets" (**see Appendix ii for list**). 96% of NDP questionnaire respondents indicated that they considered conservation of heritage assets to be important.

More information can be found at  
[www.ringmore-historical-society.co.uk](http://www.ringmore-historical-society.co.uk)



Fig 2. Smugglers Cottage



Fig 3. Journeys End – Local Pub/Restaurant



Fig 4(a). Typical thatched cottage: Rock Cottage



Fig 4(b). Typical thatched cottage: Hill Cottage



Fig 4(c). Typical thatched cottage: Barnford

## The Parish Today

There are now 127 dwellings located within the parish with a mixture of historic and modern buildings in different areas, an increase of approx. 82 residences over 112 years. These figures demonstrate a development rate of less than 1 building per year and this appears to be in line with anecdotal evidence from long term parish residents.

There is ongoing development within the parish with several recent planning permissions granted for new houses. Many of these have not yet been implemented or completed. These current live permissions should fulfil any immediate housing requirements, but this will be reviewed throughout the life of this plan. Ringmore Parish has long been regarded as a popular holiday destination with its beaches, footpaths (including a section of the SW Coastal Path), historic church, and the quintessential country village atmosphere in Ringmore itself.

Visitor accommodation is abundant within Ringmore Parish, given that two very large holiday caravan parks are dominant features. Parkdean Challaborough Bay, which spans the boundary dividing Ringmore Parish from Bigbury Parish and Bigbury Bay Park, which is wholly within the parish, are licensed for the siting of 598 static holiday caravans. Other sectors of the holiday market are catered for by a range of bed and breakfast establishments and self-catering holiday cottages.

There are no hotels in the parish. Many houses in the parish are used exclusively as holiday homes. Of these, some are rented out during the season and some are hardly ever visited during the year.

Although half of Parkdean Park is within Ringmore Parish, the other half lies on the far side of a large stream and is in Bigbury Parish, almost all the traffic flowing to and from both holiday parks uses the only road through Ringmore village and this includes daily HGV service vehicles. This traffic load through the village occasionally causes damage to residents' buildings. There are many mobile homes in the holiday parks which are occupied on a short term or weekly basis, either by their owners or as holiday lets. These holiday parks bring tourism and some seasonal employment but dominate the Challaborough Valley down to the sea.

The age demographic of the parish is roughly 9% in age range 0 to 15yrs, 58% working age and 34% aged 65 or over. The percentage of retired people (over 65s) in the parish is significantly higher than Devon as a whole (23%) or the national average (16%). The percentage of 0- to 15-year-olds is well below the Devon average (17%) or the national average (19%), whilst the percentage of working age people is broadly in line with the national average. The population varies but the average age range is above the average for Devon and the UK.

There is a wide range of tradespeople and professionals living in the parish, (builders, plumbers, electricians, tree surgeons, teachers, lecturers, businesspeople etc.) Some people work from home whilst others commute to local centres of employment e.g. Plymouth, Exeter, Totnes etc as well as further afield. Children are bussed to Primary school in Modbury and Aveton Gifford approx. 4 miles distant and to secondary schools and colleges at Ivybridge and Kingsbridge, 9 miles and 11 miles distant.

The main economy is based on tourism and farming but with the advent of highly mechanised farming, employment in the farming sector is very small. There is one small farm located within the village, and several others are outside the boundary but farm some of the land within the parish, as well as elsewhere. Most farming is livestock farming, with sheep with some cattle. There are a few arable crops e.g. potatoes, cauliflowers, and barley but most of the fields are used to grow winter feed for livestock. Tourism supports the caravan parks, 'The Journeys End' public house/restaurant, holiday lets and one rental service business in the parish.

The holiday parks, which mainly serve their holiday visitors, have a few seasonal facilities: a shop, bar serving food and drinks, and an indoor swimming pool to which locals have only limited access and only at certain times of year.

There are beautiful beaches at Ayrmer Cove, Westcombe and Challaborough. The first two are only accessible on foot and involve quite steep paths. There is a small National Trust owned car park for members and visitors to their property which gives access to the 1km (0.6 miles) footpath down to Ayrmer Cove.

There are no publicly owned car parks in the parish.

There is just one main village, the village of Ringmore, and there are four hamlets in the parish: Challaborough, Marwell, South Langston and Renton.

## Ringmore Village

Some development started following the sale of the Manorial land in 1907, when parts of the village was sold off in small lots and new homes were built. Some of these started as holiday homes but they have been improved or replaced over the years.

More recently some of the larger houses have been completely stripped to the bare walls and totally rebuilt with modern insulation and materials where allowed. This improvement to the existing housing in the village will help preserve the visual aspect of the village and parish into the future.

There is a small resident population in the seaside settlement of Challaborough, originally called Ringmore Beach. The Ringmore fishing boats were hauled up on the sand when not in use and fishing and deliveries of coal and other stores were a regular feature of life that has been superseded by the motor car. Until the second world war the parish was almost exclusively an agricultural settlement with several active farms. Now, all but one is closed, and the land is farmed from homesteads in the neighbouring parishes of Bigbury and Kingston.

After the Second World War tourism increased with the advent of caravans. Initially these were touring caravans towed behind a car visiting Challaborough Beach, but the narrow lanes resulted in huge traffic jams on change over days, particularly when two caravans met in opposite directions going through the blind corners in the village. Later static caravans were freighted down through the village, but several got stuck for many hours and needed a high lift crane to get them out, these are now transported on a farm track in Bigbury parish. Tourism traffic today is still a major problem causing noise, vibration, and damage to residences along the roadside.



## Challaborough

Challaborough is a coastal hamlet of around 35 dwellings that spans the east and west sides of a deep valley leading to a wide sandy bay. A stream constitutes the dividing line between the Parishes of Bigbury and Ringmore, and this bisects Challaborough on the east and west side of the valley, respectively. This situation has caused some planning and development problems over the years since the potential effects of proposed developments are not always fully appreciated in the neighbouring parish.

Evidence of an Iron Age settlement was revealed on the dunes at Challaborough by erosive storm waves in 2014, but the name "Challaborough" has only appeared on maps since the early nineteenth century. Prior to this The Devon County Sites and Monuments Register (Anon, 1992) notes that the undeveloped sandy bay was referred to as "Ringmore Beach". Up until the 1920s, Challaborough Bay was a locally important location for fishing activity and cellars for fish curing and storage were located there, the main target species being pilchards, mackerel, and shellfish (Patterson, 2003). Other materials were also offloaded onto the beach at low water and then conveyed by cart to the surrounding area e.g. coal, lime, timber etc.

The permanent housing stock on the Ringmore Parish side of Challaborough is varied; from large six-bedroomed houses with extensive, well-stocked grounds, to contemporary designs utilising significant levels of glazing to maximise the magnificent sea views. One notable attribute of character is a terraced row of six white-painted former Coastguard Cottages.

On the east side of the valley, in the Parish of Bigbury, a row of twelve recently built highly contemporary, four-bedroom homes is a conspicuous feature. A small number of chalets still exist but over the years, the original ones have been gradually replaced by more substantial dwellings. Around a quarter of the permanent houses in the western half of Challaborough are used as holiday homes, some also being operated as holiday rentals.

**Fig 5. A Challaborough holiday postcard from the early 1950s.**





**Fig 6. A surfer takes on Challaborough' s powerful waves.**

Access to Challaborough is via one of two single lane roads with passing places, both featuring steep inclines in places. Devon Highways maintain these roads though the immediate seafront road is owned by Parkdean Resorts, who also have responsibility for its upkeep. Electrical power is delivered using overhead powerlines and a separate array of poles carry telephone lines. Sewerage from both sides of Challaborough runs to a pumping station situated within the Parkdean Holiday Park from which sewage is pumped uphill to a treatment works in Bigbury Parish.

Challaborough has been a holiday destination since the 1930s, when a small number of chalets were in use during summer, mainly by inhabitants of Plymouth, the nearest city. Since the 1950s (**see Figure 5**) the plain forming the base of the Challaborough valley has been continuously developed by two static holiday caravan parks (**see Figure 11 on page 24**). Looking landward from the beach at Challaborough, the view is now dominated by static caravans.

Since the 1970s, Challaborough has become a focal point for marine water sports, with surfing being particularly popular due to the powerful and frequently occurring waves that break in the east side of the Bay (**Figure 6**). Recreational surfers from all over Devon and Cornwall, and further afield, frequent the Challaborough waves throughout the year, and professional surfing contests have been held there.

Sea angling and recreational sub-aqua diving are also popular, generating associated boat traffic in a marked "boat lane" running seaward from the launching slip at the east end of the beach. Some members of the Aune Valley Water-ski Club also launch and recover their boats here during the summer months. RNLI Lifeguards are stationed at the beach from May until October.

## References

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## Marwell

Marwell is a hamlet of some 7 dwellings, situated on the border of Ringmore and Bigbury Parishes. Two of the dwellings lie in Bigbury Parish. It is within the AONB and in the Undeveloped and Heritage Coastal areas. It is equidistant from Ringmore and St. Ann's Chapel, which lies in the adjoining Parish of Bigbury. The facilities of these two villages are approximately 1.6km (1 mile) away. To the west, Marwell is connected to Kingston village.

The hamlet itself does not have any communal facilities and is not on a bus route. The road connections to the other village centres are by narrow country lanes, some with steep hairpin bends and blind corners.

The hamlet benefits from the quiet and open aspect of the surrounding countryside, with its abundant wildlife.



**Fig 7. South Langston surrounded by Rapeseed in full bloom**



**Fig 8. Renton Farmhouse in the foreground and South Langston is just visible at the top of the hillside above Renton**

## South Langston

South Langston and Higher South Langston are two adjacent properties located just under two miles from Ringmore Church in an NNW direction. South Langston is closer to Kingston than Ringmore village and the main access is from the main Kingston to Kingsbridge Road via the B3392. However, the shortest road link from Ringmore village is 4km (2.5 miles) via Kingston. **(See Figure 7).**

## Renton

Renton was previously an active farm now given over to residential accommodation. There are two residences at this remote settlement accessible via Renton Lane which is single track from the B3392. Previous lanes to Renton are now impassable, except on foot and by tractor. Renton is 3.7km (2.3 miles) from Ringmore Church by road following the shortest but very circuitous route down a narrow lane and is physically close to South Langston, but again the road distance is long. **(See Figure 8).**

## Okenbury

There is a third remote settlement at Okenbury. The parish boundary and therefore the boundary of this plan runs through the middle of the farm buildings with the residential house in Kingston Parish. For the purposes of this Plan and Kingston Neighbourhood Plan the farm is regarded as being in Kingston Parish although some of the surrounding fields that are within the Ringmore boundary are farmed by the owners of Okenbury Farm.



## 2. Our Vision

Ringmore is a remote parish with very few facilities, but it has a definitive charm which requires preservation, not only for the residents, but for the many visitors who are attracted here every year to enjoy its scenic beauty and tranquil calm. These features are key elements of its successful tourism businesses and its rural location supports an active farming industry.

The parishioners have, via the parish questionnaire, shown an overwhelming desire to preserve the landscape, heritage, and special qualities of the village of Ringmore and the surrounding area. Its position in the AONB and Undeveloped Coast requires detailed protection at both District and Parish levels.

### Vision for the future

The community's vision for the future of the parish is:

*That the Parish continues to meet the needs and aspirations of local people by protecting and conserving the culture, heritage, biodiversity, and aesthetic qualities that make our environment unique. At the same time the economic prosperity needs to be supported and sustained so that the wellbeing of the parish is maintained, and it remains a thriving community in which to live, work, visit and play.*

The aims and objectives of how this plan achieves its Vision are set out in each chapter alongside the policies that give them effect and it is expected that any scheme proposal with the ability to affect the unique character of the Parish and/or, has the potential to affect Biodiversity within the Parish, should be tested against all the current higher level planning policies and material considerations ratified by National and Local Authority applicable to this area.

# 3. Housing

## Introduction

In preparing the vision and the housing objectives for Ringmore Parish, the Neighbourhood Plan Development Steering Committee have used evidence gathered from community engagement in the form of questionnaires and parish events. The main body of evidence which underpins the vision, and the housing objectives is contained within the Ringmore Parish Neighbourhood Plan Community Survey Report August 2018. **(Evidence File, Item A).**

The Survey Report is an analysis of feedback from the Ringmore Neighbourhood Plan Questionnaire organised and distributed to every household within the Parish in May 2018. Returns were sent directly to DCT who conducted the analysis independently.

The 2011 census identified 105 residences with a population of 210 persons. However, detailed analysis at local level identifies 124 residences. The permanent parish population is difficult to accurately calculate due to the number of dwellings used as second homes or holiday lets. This data shows that 34 residences are used as second homes or holiday and there are 7 properties on residential rental which includes two 'Affordable Homes'. In addition, there are 4 houses/plots that are currently being rebuilt.

The current housing is predominantly situated in Ringmore and Challaborough and consists mainly of privately-owned detached houses or bungalows providing the main residence for occupants, but there are also 20 semi-detached properties, 19 terraced properties and several flats. Several properties are used as bed and breakfast accommodation, and there are a small number of outlying farmsteads. Analysis of the NP questionnaire showed that 16% of respondents rented properties from the Local Authority, a Housing Association or other, which provides a wide mix of tenure options. The true percentage of permanently rented accommodation is estimated to be 6 % of the current housing stock. A further 26% of properties are either second homes or holiday lets.

Only 15% of responses indicated a desire to move to a new home within the next 5 years with no respondent stating that they were concerned about a move being prevented due to no suitable property within the Parish. A small number of people indicated a wish to remain within the parish should they move to a new house, but the main reason given for wishing to move was the desire to downsize in future and/ or move closer to amenities and transport links.

Historically house price trending from 2000 to 2012 from nethouseprices.com stated that the average price of a house within the parish was placed at £291,833 against a national average of £163,115.

[https:// nethouseprices.com/house-prices/street-details-sal](https://nethouseprices.com/house-prices/street-details-sal)

Current house price trending shows the average sale price of property within the parish to be £535,000. Gov.UK shows the current average UK house price to be £226,906.

[https:// www.rightmove.co.uk/house-](https://www.rightmove.co.uk/house-)

This demonstrates a significant widening of the gap between house prices within the parish compared with the national average over the interceding years and suggests that the parish has become an aspirational place to live.

In formulating our Housing NP policies, we aim to ensure that any new development proposals pay due regard to the importance of the established rural built and non-built surroundings, protecting the AONB, and takes account of the wishes of the local community as identified during our consultation process.

## Aim

*To maintain or enhance the unique character of our special and sensitive rural coastal parish, the special appearance and character of the Ringmore Conservation Area, and the outstanding natural beauty of the designated South Devon AONB, whilst preserving its historic heritage, views, and openness of the surrounding countryside. New housing development should be balanced to meet local needs. It must be of good quality construction and design, sympathetic to the existing built and non-built environment.*

## Objectives

- Support housing development identified as required to fulfil local housing requirements.
- Ensure that any new development is of a scale and design which is sympathetic to the existing built and non-built elements of the parish and does not devalue the unique character of the parish or overload the existing infrastructure.
- Support appropriate local self-build or community-led projects which deliver affordable housing solutions whilst adhering to the requirements of the Plan's stated objectives.
- Resist new development associated with second home ownership.

## Housing Policies

### Policy RNP1 - Development within the Settlement Boundary

**Figure 10** shows the Settlement Boundary for Ringmore Village. New proposals for sustainable development within the settlement boundary will be supported subject to other policies within the development plan.

The priority is for affordable housing to meet demonstrable local need.



## Justification for Policy RNP1

The proposed Settlement Boundary is shown in **Proposal Map 5 and Figure 10** and its perimeter exactly mirrors the boundary of the Undeveloped Coast.

Ringmore Parish is not included within the JLP as a "Sustainable Settlement" and as such is not required under the terms of the plan to establish provision for homes.

There are few facilities in Ringmore Village or parish which contribute to its sustainability. There is no pre-school facility, primary school, or secondary school. There is not an all-year-round shop, there is a shop serving the camp sites in Challaborough, but this is seasonal and difficult or dangerous to access by the rest of the parish.

The village is remote, i.e., 3 miles down a mainly single-track country lane from Harraton Cross on the nearest A road, the A379. There are no pedestrian footpaths beside the roads in the parish making walking to and from places a hazardous journey, especially for the young and the elderly.

There is no realistic bus service and what does exist consists of one journey per week to Plymouth, with a return journey a couple of hours later. This prevents this service being used for commuting to work. School buses ferry children to schools in Modbury, Aveton Gifford, Kingsbridge and Ivybridge during term time.

There are no playing fields or playgrounds for children or adults to exercise.

The village does have a C of E Church, a small village hall and the WI privately own a second hall. None of these have dedicated parking creating problems due to limited on street parking.

The pub is "The Journeys End" and it has a well-support restaurant.

There is no public car park in the parish.

There are no allotments for residents, but most houses have a garden and there is National Trust land within walking distance to the south of the village.

Broadband speeds vary widely across the parish, which makes digital meetings via Skype, Zoom or other platforms very difficult.

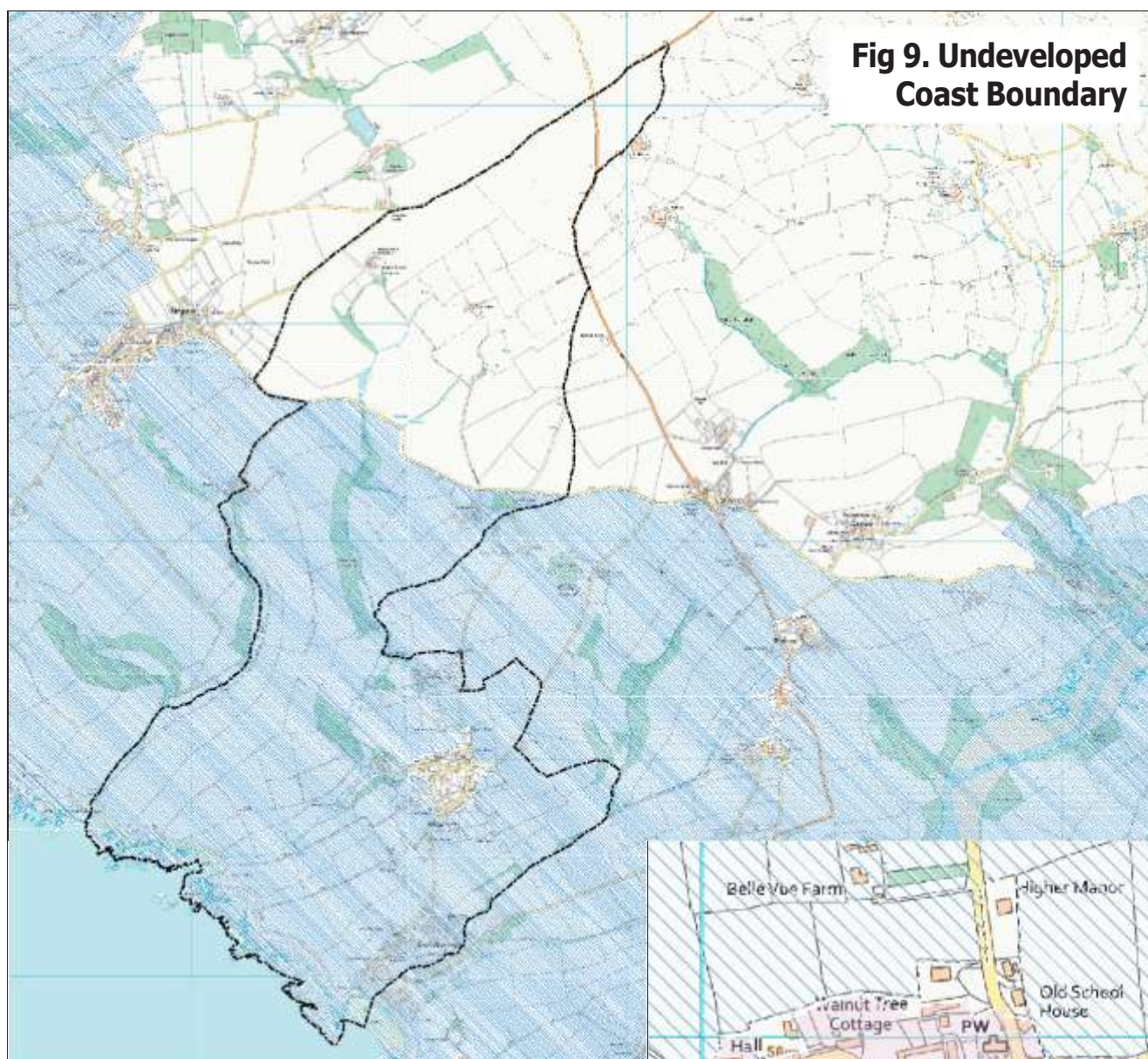
Ringmore scored the lowest of any village in a sustainability survey carried out by SHDC.

Ringmore does not meet the criteria of sustainability in **Figure 3.2 page 24** of the JLP. (Policy SPT2). However, as part of the Neighbourhood Plan, it is proposed to provide an identified 'Settlement Boundary' for Ringmore Village which is surrounded by the "Undeveloped Coast" boundary. This new Settlement Boundary extends the previous "Development Area" pre JLP, up to and coincident with the Undeveloped Coast boundary.

This is fully supported by the establishment of the Undeveloped Coast by the JLP and is also supported by the "residents" wish to preserve the peace and rural location of the village as expressed in the Parish Questionnaire response to Q34.





Most of the land situated to the seaward side of the Parish is owned and managed by National Trust and is part of the "Undeveloped Coast". This area is afforded protection against development and is an important conservation area. **Figure 9 on the following page** shows that the "Undeveloped Coast" covers the southern area of the parish.

**Figure 10 on the following page** shows that the original JLP consultation the Settlement Boundary and Conservation Area overlap within the village of Ringmore. It is proposed that new developments are confined to the "Settlement Boundary" with any development proposal complying with JLP Dev 25 for Nationally protected landscapes and NP requirements.



**Fig 9. Undeveloped Coast Boundary**

**Fig 10. Proposal Map showing Settlement Area and Conservation Area overlap**

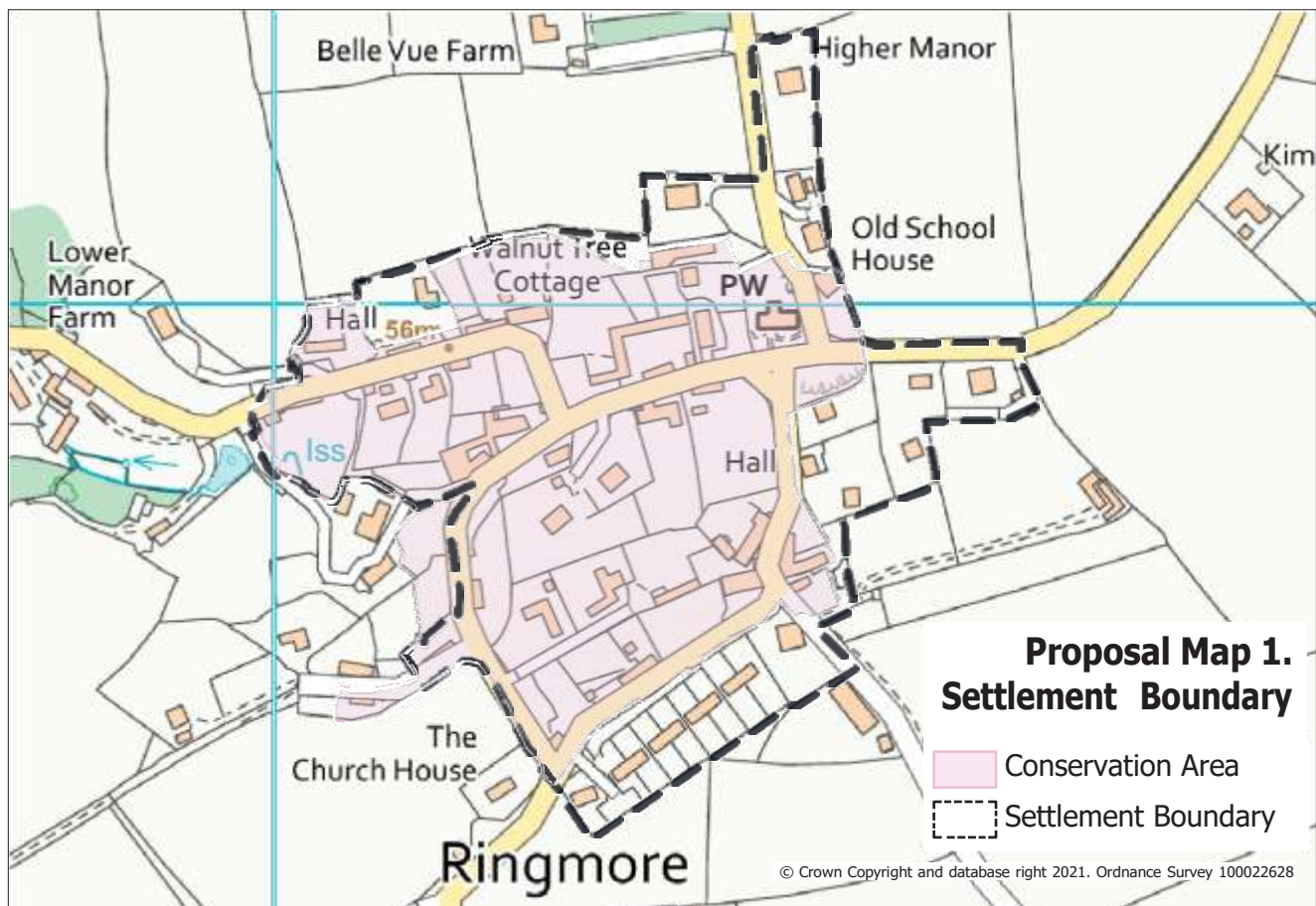
-  Parish Boundary
-  Undeveloped Coast
-  Conservation Area
-  Settlement Boundary

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There are currently two designated 'affordable properties' within the parish and the SHDC Housing Needs Survey identifies only one affordable family home required within the next 5 years. This will be reviewed throughout the lifetime of the plan. Responses to local consultation during the development of our Neighbourhood Plan identified strong support for housing development in accordance with identifiable local needs. 74% of respondents said that they would support development of affordable homes for local people if the need were proven. Other notable findings were that 75% of respondents have no plans to move to a new home within the next 5 years. The biggest reason for wanting to move was the desire to downsize.





In line with national planning policy, as set out in the NPPF, it is important to recognise the issues facing rural areas regarding housing supply, its affordability, and the role this plays in the wider sustainability of villages and hamlets. It is suggested that a thriving rural community depends on retaining local services and community facilities such as schools, local shops, cultural venues, public houses, local employment, and places of worship.

Sustainable and enough rural housing is important in maintaining local facilities. It is stated that as such assessing housing need and allocating sites must be considered at the strategic level and through the local plan and/or neighbourhood plan process.

When development takes place within the AONB, the Local Plan and AONB policies require special care and require development proposals to conserve or enhance the character of the landscape protecting the traditional local built form.

Local Plan policies have established a strategy for the district which focuses development in the more sustainable locations in South Devon. Ringmore Parish, together with all other villages in the South Devon AONB is not identified in the JLP as "sustainable". As such there is no obligation to identify suitable sites for development. The parish is set in an environmentally sensitive landscape which is noted for its beauty and biodiversity and its status within the AONB reflects this whilst affording it protection.

It should be noted that there are no other villages within the locality which are regarded as sustainable, but despite this, neighbourhood plans may wish to bring forward positive allocations to meet local housing need, where justified by an appropriate evidence base. The evidence which has so far been provided does not suggest a significant need for the provision of new affordable housing within the parish. As such the NP does not include a site allocation for affordable housing. However, the situation will be kept under review.

JLP Policy DEV25 sets out the policy approach to considering development proposals in AONBs. It should be noted that the SHDC Housing Needs Survey has also stated that for a mainly affordable housing development at least 10 dwellings are normally required to make the development viable for



developers. It may, however, be possible to provide a scheme for affordable housing of less than 10 houses in a situation where the land is provided at no cost or at considerable reduced rates. Whatever the case for development, overriding importance should be that any new housing within the AONB is to be of a scale that does not negatively affect the special qualities or landscape of the AONB. It must also meet the requirements of the policies within this NP and the JLP.

## Policy RNP2 - General Design Principles for New Development

New housing development will only be supported where it can be demonstrated that: -

1. The design is of good quality and sympathetic with the character of the surrounding built and non-built environment.
2. The character of the parish is not negatively affected for example current "Dark Skies" status is not affected.
3. Listed buildings and heritage assets are not adversely affected.
4. "Off Road" only parking is provided in line with the standards required by South Hams District Council.
5. New roof heights are not to be higher than existing attached buildings and no higher than the general height of buildings in the local area. The development should not impinge upon the outlook or obstruct protected public views as demonstrated in the **Proposal Maps 2 and 3 on pages 42/43 and in Section 15 Proposal Maps.**
6. Proposals for new development must satisfy current requirements for the disposal of wastewater.
7. The development meets the requirements of all other relevant policies of the Plan.

## Justification for Policy RNP2

The Parish residents have indicated through their engagement with the consultation process that they have important considerations where the determination of development decisions is concerned. There is a strong desire that any proposed development does not interfere with the unique quality of the area. Some of the strongest points for consideration are:

- 97% of respondents indicated that maintaining the current "Dark Skies" status of the area is important.
- 96% of respondents supported restrictions of roof heights for new builds and re-developments.
- 88% of respondents want any new build to be constructed sympathetically to the local environment and built to good quality design.
- 78% said that any new housing development should have adequate parking i.e., two off road spaces per unit. It should be noted that there are no public parking areas within the parish and the road network does not afford safe roadside parking in many areas.

Where vehicles are parked on the road there is invariably a negative effect on vehicle access/egress from the Parish plus a safety issue due to limiting access for Emergency Vehicles.

The Parish is currently blessed with having little to no light pollution which is evident at night when the area is blessed with a very Dark Sky. The area is classified as an E1 environmental zone as an Intrinsically Dark landscape. *Source: - Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light GN01.* This is one of the identified unique characters of this part of the AONB which parishioners are very keen to preserve through planning control and guidance. Light pollution at night is not only an annoyance to humans but is a significant threat to the life cycle and behaviour of our native nocturnal species such as bats, moths and other insects including glow worms.

There is historical incidence of SWW's Ringmore sewage system being overwhelmed.

98% of respondents to the NP Questionnaire indicated that maintaining the unique quality of the AONB was important to them.

### **Policy RNP3 - Development on Rural Exceptional Sites**

Proposals for small scale affordable housing sites to meet demonstrable local need in accordance with JLP policy TTV27 including community led schemes or private self-build developments will be supported on rural exception sites (defined as land adjoining or very near to an existing settlement, which would not otherwise be released for residential purposes) where the developments can achieve affordable housing to meet proven local needs subject to the following: -

1. The design meets the requirements in Policy RPN 2.
2. It meets a proven need for affordable housing for local people as defined in the NPPF and the JLP SPD 2020 (paras 11.65 and 11.66) and management of any such scheme will ensure that the dwellings continue to be occupied by local people in perpetuity.

### **Justification for Policy RNP3**

This policy is strongly supported by JLP March 2019 TTV 27. During consultation with parish residents and noted from analysis of the NP Questionnaire returns there is a healthy desire to support development within the parish where the need for affordable housing for local needs was identified. 70% of respondents signalled their agreement with this. However, the SHDC Housing Needs Survey has stated that for a mainly Affordable Housing development at least 10 dwellings are required to make the development viable. Currently there are two Affordable Houses in the Village of Ringmore managed by Live West.

The Ringmore Housing Needs Survey, conducted by DCT, identified the need for one Affordable Family Dwelling. It is envisaged that the current demand will be satisfied by the current housing stock within the foreseeable future. An alternative option for delivering small scale, affordable housing could be the utilisation of schemes such as the Community Land Trust (CLT) and analysis of the NP Questionnaire identified that 50% of respondents were interested in learning more about such schemes.

Another option which would be supported is individual development of private self-build dwellings on appropriate privately sold or exceptional sites within the Parish development area to deliver future affordable housing demand. Any such developments must be In line with the "parish residents" wishes and all applicable higher-level policies and material considerations must be satisfied.

## Policy RNP4 – Principal Residence Housing Restriction and Holiday Lets

Due to the impact upon the local housing market of the uncontrolled growth of dwellings used for holiday accommodation (as a second or holiday home) new open market housing, excluding replacement dwellings, will only be supported where there is a restriction to ensure its occupancy as a principle residence.

Sufficient guarantee must be provided of such occupancy restriction through the imposition of a planning condition or legal agreement under section 106 of the Town and Country Planning Act 1990 or subsequent legislation.

The condition or obligation on new open market homes will require that they are occupied only as a primary residence of those persons entitled to occupy them.

Occupiers of homes with a principle residence condition will be required to keep proof that they are meeting the obligation or condition and be obliged to provide this proof if/when South Hams District Council requests this information.

Proof of principle residence is via verifiable evidence which could include, for example (but not limited to) residents being registered on the local electoral register and being registered for and attending local services (such as healthcare, schools etc.)

\*Principle residences are defined as those occupied as the resident's sole or main residence, where the residents spend the majority of their time when not working away from home.

New unrestricted second homes will not be supported at any time.

## Justification for Policy RNP4

At tabletop study (see evidence file) showed that second home ownership stands at approximately 27.5% of properties within the parish and this is not surprising considering the popularity of the local area as a holiday destination.

84% of NP Questionnaire respondents indicated that there should be restrictions imposed against new build housing being used as second homes with 80% of respondents stating that they would support active restrictions upon new builds for the use as second homes.

### References

North Northumberland Neighbourhood Plan

<https://www.seahouses.org/wp-content/uploads/2018/10/North-Northumberland-Coast-NP-Made-Version.pdf>

## Policy RNP5 - Other development, subdivision of existing plots for building or extension to existing buildings

Development such as extensions, replacement houses, building on subdivided plots will be supported if it is demonstrated that: -

1. There is no loss to the character or environmental quality of the surroundings.
2. The site is adequately serviced by suitable existing highways allowing safe access and egress to the property.
3. The development respects the amenity of adjoining properties.
4. The development is in keeping with all other requirements set within the housing policy section and meets all other relevant policies of the Plan.



## Justification for Policy RNP5

74% of questionnaire respondents indicated that they would be supportive of development that delivers affordable housing for local people where the need is identified.

It is recognised by the Steering Group that the subdivision of existing plots and/ or extending/ improving existing dwellings is a viable method of increasing and or improving living space and offering opportunity to parishioners or people who are local under the terms of JLP 2019 guidance to have the ability to live and work locally. This plan does not intend to prevent local people from, where able, providing their own solutions to affordable housing for family members for example.

### **Higher level policy and material considerations applicable to housing policies:-**

**JLP March 2019** (PLY61, SO6, SO10, SO11, TTV1, TTV2, TTV26, TTV27, TTV29, also JLP Policies:  
- DEV1, DEV2, Dev 8, DEV9, DEV10, DEV15, DEV20, DEV21, DEV23, DEV24, DEV25, DEV26, DEV27, DEV28, DEV29, DEV31, DEV32, DEV33, DEV35, DEV36.

**Permitted Development Rights for Householders (tech guidance) Sept 2019**

**AONB South Devon Management Plan 2019-24**

**NPPF paras** 7-11, 13-16, 29, 59-62, 66, 69, 77-79

**Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light GN01**

## 4. Tourism

### The attraction of Ringmore Parish as a holiday destination

Ringmore Parish has long been regarded as a popular tourist destination with its beaches, footpaths (including a section of the SW Coastal Path), historic church, and the quintessential country village atmosphere in Ringmore itself. The coastline of the parish sees dramatic cliffs giving way to beaches that are popular with tourists and water sports enthusiasts throughout the year.

### Visitor accommodation in Ringmore Parish

Visitor accommodation is plentiful within Ringmore Parish, provided mainly by two large holiday parks (**Figure 11**). Parkdean Challaborough Bay, which spans the boundary dividing Ringmore Parish from Bigbury Parish, is licensed to site 449 static holiday caravans, while Bigbury Bay Holiday Park, which is wholly within Ringmore Parish, is licensed for 149 static holiday caravans, a total of 598 across the two parks. Other sectors of the holiday market are catered for by a range of bed-and-breakfast establishments and self-catering holiday cottages. There are no hotels in the parish. Some houses in the parish are used exclusively as holiday homes.

Neither of the two holiday parks operating in Ringmore Parish is locally owned. Parkdean Challaborough Bay is owned by Parkdean Resorts UK Ltd, part of the Richmond UK Holdco Ltd group, based in Newcastle-Upon-Tyne, which is in turn owned by the Canadian private equity company, Onex; and Bigbury Bay Holiday Park is owned by Iford Caravans Ltd, of Poole in Dorset, a private limited company.

**Fig 11. Aerial view of holiday parks in Ringmore Parish. Area within red is Parkdean Challaborough Bay, while area within blue is Bigbury Bay Holiday Park (source: Google Earth).**



Both holiday parks in the parish operate extended seasons. Parkdean Challaborough only closes for three weeks in January, and Bigbury Bay Holiday Park only closes for six weeks each year, between mid-January and the beginning of March. In common with national trends, recent years have seen a significant rise in visitors to these holiday parks during the “shoulder” periods of April/May, and September/October.

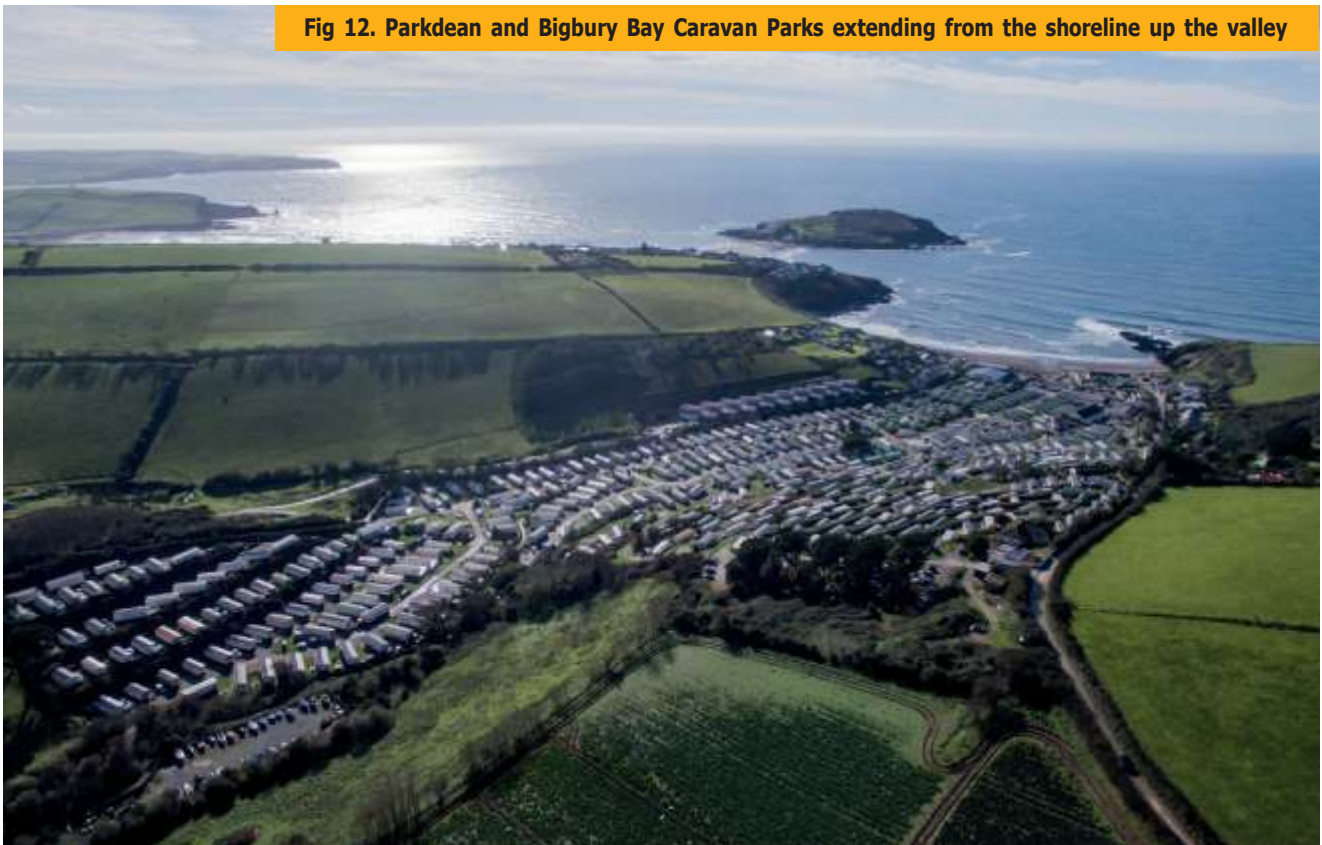
Some caravan owners, on both sites, enjoy extended stays for much of the time during which the parks are open. While this does not cause undue problems, it must nevertheless be noted that unacknowledged residential use of caravans could confound the strategic objectives of both this Neighbourhood Plan and the Plymouth and South West Devon Local Plan (SO9), which together set out to manage development of homes and community infrastructure in a balanced and sustainable manner.

## Specific Considerations for Tourism Policies in Ringmore Parish

The main access routes to both large holiday parks run through Ringmore Village and down the steep and challenging Challaborough Hill, which is a narrow, tree-lined single track with very few passing places. Tourists are often unaccustomed with the normal protocols for driving on these roads and find it particularly difficult. The access roads are also subject to heavy use by holiday park service vehicles, including bin lorries, delivery trucks and tradespersons’ vans.

Visually, the holiday parks are dominant, particularly when viewed from the parish’s most popular stretch of beach in Challaborough (**Figure 12**), though a carefully considered approach to landscaping and planting holds potential for alleviating this. During the hours of darkness, the parks employ significant levels of lighting, some though by no means all of which is related to safety and security. As might be expected with busy holiday parks, noise is a notable feature, especially during the height of the summer season. At a Neighbourhood Plan consultation meeting, residents of Challaborough made specific comment on the notable sound of mowers, strimmers, maintenance vehicles, air conditioning equipment, and late evening revellers during the summer season.

Fig 12. Parkdean and Bigbury Bay Caravan Parks extending from the shoreline up the valley





Given that there are 127 identifiable households in Ringmore Parish, having a total of 598 licensed caravans available across the two holiday parks means there are 4.7 caravans for every parish household. With its population of 210, the licensed caravan to resident ratio is 2.8 in the parish. Analysis of comments canvassed from parish residents during September 2017 showed that, while tourism is recognised as contributing to the local economy, further expansion of holiday parks would be a matter of significant concern.

In the 2018 Ringmore Parish questionnaire survey, 89% of respondents said that they would not support any further development of holiday parks or campsites in the Parish.

Any measures that would tend towards allowing holiday caravans to become de facto permanent dwellings would not be in keeping with managed development of the housing stock in Ringmore Parish. This is reinforced in Parliamentary Note sn/sc/988, in which the Under-Secretary for State for Communities & Local Government is quoted; “We do not consider that holiday caravans are the right way to increase the provision of low-cost housing”. (Barclay, 2012).

## Aim, Objectives and Policies for Tourism

### Aim

*This Neighbourhood Plan sets out to evolve a balanced portfolio of economically beneficial tourist activities that flourish in a manner which is respectful of the very features that attract tourists in the first place - outstanding natural beauty, dramatic seascapes, and rural tranquillity. The Plan aims to support tourism development that is both appropriate and proportionate and, importantly, does not unduly compromise the amenity of permanent residents.*

### Objectives:

- To maintain the coastal vistas and the rural tranquillity that make Ringmore Parish an attractive place to visit.
- To balance the commercial aspirations of holiday business operators against loss of amenity for parish residents.
- To consider proposed holiday related developments in the context of infrastructure capacity (roads, sewerage, public transport, etc).
- To support provision of holiday accommodation in areas outside of the Undeveloped Coast, in locations where it can be demonstrated that any proposed development will exert no adverse impact on the environment and will not compromise the safety and capacity of the local road network.
- To support holiday caravan park operators where schemes are brought forward to enhance and improve their existing facilities.
- To maintain the formal status of holiday caravan parks as tourist accommodation and to avoid holiday caravans or lodges being used as permanent residential accommodation.
- To ensure that holiday and tourism development meets with other elements of this Neighbourhood Development Plan.

## Tourism Policies

### Policy RNP6 - New Tourism Developments

Support will be given to new tourism developments which are primarily aimed at high turnover, short occupancy forms of holiday.

Development proposals related to tourism should be accompanied by adequate information to enable the impact and potential benefits of the proposal on the local community to be properly assessed. Support will be given where there is a positive economic and social benefit to the local community and any loss of amenity for permanent residents of the parish is mitigated.

Particular attention must be given to the siting, scale, and form of proposals for new tourism development, and it is vital that any such development conserves and enhances the distinctive landscape character and preservation of both the South Devon AONB and the Undeveloped Coast.

Proposals for new tourism development in Ringmore Parish are unlikely to be supported unless it can be demonstrated that:

1. There is a demand for the proposed development.
2. Undue pressure will not be imposed upon the local road network and other aspects of infrastructure, including water supply, sewerage, and communications systems.
3. The safety of the rural road network will not be compromised.
4. The development will not contribute to light pollution.
5. The natural environment will not be threatened and there will be no loss of habitats.
6. The development will be sited to reduce visual impact, by landform, trees, or hedgerows appropriate to its location.
7. The requirements of all other relevant policies in this Plan have been met.

Only holiday development proposals that are accompanied with practical measures to ensure that they will remain as holiday accommodation in perpetuity will be supported.

### Justifications for Policy RNP6

In a questionnaire survey, 98% of residents in Ringmore Parish felt that the peace and rural tranquillity of the Parish, along with its proximity to the sea, are its greatest assets. 94% also expressed a strong wish to see the features of the AONB being maintained. The Plymouth and South West Devon Local Plan aligns with these sentiments, (Policies JLP SPT11, DEV 24, DEV 26, DEV 27, and DEV 31). In the same study, 84% of residents favoured restrictions on building of second homes.

Research by economists consistently shows that tourism offers optimum benefit for local communities where it is based upon a high turnover/short occupancy model, e.g. a report published by the London School of Economics (Scanlon et al, 2014) which concludes that *"tourism makes optimum contribution to a local economy where holiday accommodation is occupied by visitors for short periods and with high guest turnover"*.

Other economic studies, e.g. Croes and Severt, 2007, have shown that the benefit from tourism is realised in food sales, fuel sales, visits to attractions, and general shopping. But given that the Journey's End pub is the only food outlet in Ringmore parish, there are no

fuel stations, no attractions, and only one seasonal shop, it is vital that the pressure on infrastructure any tourism development proposal may exert is weighed against real and evidenced economic benefit.

For the avoidance of doubt, the term “holiday” in the context of this Neighbourhood Plan is explained in the glossary for this Plan.



## **Policy RNP7 - Expansion and Intensification of Static Holiday Caravan Provision**

Proposals for expanding or intensifying static caravan park provision in Ringmore Parish will only be supported where it can be demonstrated that:

1. There is a demand for the proposed expansion or intensification is measurable and cannot possibly be met in any other way.
2. It can be demonstrated that there is no alternative location for the proposed development.
3. The development conserves and enhances the distinctive landscape character of the South Devon AONB and Undeveloped Coast.
4. It can be demonstrated that undue additional pressure will not be imposed upon the local road network and other aspects of infrastructure, including water supply, sewerage, and communications systems.
5. The safety of the rural road network will not be compromised.
6. The development will not contribute to light pollution.
7. The natural environment will not be threatened and there will be no loss of habitats.
8. The development will be appropriately screened on a permanent basis by landform, trees and hedgerows.
9. The development will support the local economy through promotion of employment for local people and generation of income for local businesses.
10. All other policies in this Plan have been addressed.

For clarity, expansion and intensification are deemed to include the re-purposing of existing holiday park facilities such as car parks, boat parks, dog-run areas, and waste storage areas to accommodate more static caravans or "lodges".

## **Justifications for Policy RNP7**

It is important that any proposal for new holiday accommodation is considered in the context of existing holiday accommodation provision and the overall character of the Parish. There are already nearly five static holiday caravans for every permanent household, and almost three for every individual parish resident. It is therefore reasonable to consider Ringmore Parish as being beyond saturation point with this specific form of provision for tourism.

While it is accepted that the holiday parks provide employment opportunities, The Plymouth & South West Devon Plan notes that any expansion of employment sites should be both appropriate and proportionate. This is a key feature of Policy JLP DEV 15. In Ringmore Parish, the dominance of two caravan parks, both visually and in terms of infrastructure use, means it is unlikely that there is any level of expansion or intensification that would satisfy either criterion. Both holiday parks lie within the South Devon AONB, the Heritage Coast and Undeveloped Coast. They are immediately visible from the SW Coastal Path.

Traffic volume on the narrow, twisting roads of Ringmore Parish increases significantly during periods when the holiday parks are in operation. This has an adverse impact upon safety and the environment, and traffic jams become a common feature during peak season with the result that access for emergency vehicles, deliveries, movement of agricultural machinery and attendance of essential services is regularly compromised. Transportation of caravans to and from the existing holiday parks in Ringmore Parish presents a particular problem as they are too long for the transporting vehicle to negotiate some of the tight corners. In recent years, this has been solved through use of a track across farmland, but this arrangement is entirely dependent upon the continued cooperation of the landowner.

89% of respondents to the Ringmore Parish Neighbourhood Planning questionnaire opposed any

further development of caravan parks and camping sites in the Parish. Moreover, 97% of respondents felt that maintaining “dark skies” is important to the character of the area.

### **Policy RNP8 - Enhancement and Updating of Existing Tourism Facilities**

Proposals for enhancement and updating of existing tourism facilities, including holiday caravan parks, will be supported, provided that the development will:

1. avoid adverse visual impact upon the local landscape and employ screening by landform, trees and hedgerows as may be necessary to achieve this.
2. offer measurable reductions in levels of light pollution and noise.

Any proposal to return all or any part of existing holiday provision, including the seafront and car parks, to a natural state will be supported.

Proposals for enhancement and updating of tourism facilities must meet the requirements of all other relevant policies in this Plan.

### **Justification for Policy RNP8**

This plan does not set out to undermine the commercial aspirations of tourism business operators who may, from time to time, wish to improve the facilities they offer to visitors. Any proposed enhancements must nevertheless avoid compromising the features that attract visitors in the first place, i.e., the natural beauty of the area, coastal vistas, and rural tranquillity. Any proposal to mitigate the visual dominance of static caravan parks in the parish, or to return land currently used in support of tourism, to a natural state will fall in line with this Plan’s aspirations of achieving a balanced tourist accommodation portfolio and improving the parish aesthetic.

## **Tourism Developments in Parishes adjacent to Ringmore Parish**

The Policies above will be relevant to tourism development proposals that fall outside the boundaries of Ringmore Parish, where the impacts of these developments will bear upon the infrastructure of the parish, its aesthetic qualities, and the amenity of its residents.

## **Reference Points for Tourism in the Ringmore Parish Neighbourhood Plan**

### **Plymouth & South West Devon Local Plan**

Tourism does not receive a specific heading in the Plymouth & South West Devon Local Plan. Instead, it is incorporated into Section C, which deals with the developing the economy of the area. A range of policies, from this section and others, bear upon tourism and expectations for how development proposals should be considered in the context of neighbourhood plans generally, and some are specifically important for Ringmore Parish.

#### **Higher level policy and material considerations applicable to tourism policies: -**

**JLP 2020** SPD12, SPD12, also JLP Policies: - DEV1, DEV 2, DEV15, DEV 23, DEV24, DEV25, DEV26, DEV27, DEV28, DEV29, DEV32, DEV36.

**NPPF P2019** chapter 2, 9, 12, 14, 15 & 16

**AONB South Devon Management Plan 2019-24.**

## **Other references**

**Barclay, C. 2012. Parliamentary Note SN/SC/988 July 2012. Standard Note, House of Commons Library.**

Croes, R. & Severt, D. Evaluating short-term tourism economic effects in confined economies – conceptual and empirical considerations. *Tourism Economics*, 2007, 13 (2), 289–307

Scanlon et al, 2014. Scanlon, K, Sagor, E and Whitehead C. The economic impact of holiday rentals in the UK. Report published by London School of Economics. November 2014





Fig 13. The physical task of shearing sheep that are kept on fields in Ringmore Parish

## 5. Employment and Business

### Introduction

#### Background and specific considerations for Ringmore Parish

Ringmore is a small Parish with few established commercial enterprises operating from identifiable business premises, the two holiday parks, farms, and the sole pub being the most obvious.

Analysis of the Ringmore Parish Neighbourhood Planning Questionnaire, administered in August 2018 (Eckhart, 2018), indicated that around 33% of residents are in employment.

This figure diverges significantly from that for England as a whole, where the most recent Census data suggests that 55.5% of the population is in employment. It is unclear how many residents are unemployed and actively seeking work within the Parish but, since only 5% of questionnaire respondents classified themselves as 'not in paid employment', the figure is likely to be very small indeed.

Providing local employment opportunity is generally a key feature of neighbourhood planning but assumes a lower than usual priority in Ringmore Parish. 74% of respondents to the Neighbourhood Planning Questionnaire felt there was no need for new employment opportunities in the Parish. This sentiment may be due to the relatively high proportion of residents who are fully retired (57%), and the higher-than-average number of parishioners who are over the age of 65 (46% cf national average of 33.7%).

It may nevertheless be wise, in the context of medium to longer term planning policy, to look further ahead, noting the increasing age of retirement, coupled with an increasing trend for part-time working among those who have retired from full-time occupations (Department for Work & Pensions, 2014). Thus, even if the proportion of retirees in the local population were to remain constant over the coming twenty years, prudence dictates that this Plan should embrace measures that will support rising demand for home-based employment opportunities.

In discussing employment, it is important to define, for the purposes of a Neighbourhood Plan, what constitutes a 'local' job. This Plan considers any situation where an individual is employed for monetary gain, whether on a full or part-time basis, within the boundaries of Ringmore Parish, to be a local job. Local jobs can be filled by people who live in the Parish or by 'in-commuters', but other than a small number of seasonal holiday park workers this latter category would not, at time of writing, exceed single figures. Most economically active residents of Ringmore Parish either work from home or commute to jobs outside the Parish. The questionnaire confirmed that fewer people work within the Parish (generally from home) than commute to other work locations (34% cf 37%).

With no daily public transport provision, commuting journeys for Ringmore Parish residents inevitably involve use of private cars or business vehicles. This environmentally undesirable feature is likely to be mitigated as increased use of information technology allows more working from home, but only where reliable, high-speed broadband is universally available to Parish residents. The lack of public transport also means that, unless workers can be sourced from within the Parish, any proposal for a new commercial development would almost certainly generate increased traffic with associated environmental impact and pressure on local transport infrastructure.

The South Hams tends to enjoy a very low unemployment rate, currently 1.9% in March 2019 (Devonomics, 2019), and while developing this Neighbourhood Plan no evidence emerged to indicate that local people are finding it difficult to access local jobs, where they exist. The type of work that typically becomes available in the Parish tends to be seasonal (for example bar work in the local pub or holiday parks) and often quite physical (for example outdoor maintenance in holiday parks or farm labouring). **(See Figures 13 & 14)**. Given the age profile of the local population and the general affluence of the Parish, the latter evidenced in a very low deprivation score (Anon, 2015), these types of jobs are only attractive to a few local residents, many of whom have professional backgrounds and are very well qualified.

In research towards this Plan no tangible evidence emerged of companies wishing to locate in the Parish, a feature that can probably be attributed to rudimentary infrastructure and high land and property prices. Notwithstanding this point, it is clearly in the interest of the local economy to broaden the economic base beyond tourism and farming, with the aim of promoting a 'year-round' local economy.



**Fig 14. Harvesting cabbages on a drizzly day at Mount Folly Farm, which extends into Ringmore Parish.**

Providing coherent support for home working is the obvious primary means of achieving a viable, year-round economy in Ringmore Parish, and this was a preference expressed in the questionnaire study by most respondents. Working from home is an option that has been shown to offer significant economic benefits, whether on a self-employed basis or as an adjunct to work for an employer outside the parish (Bloom et al, 2013). In a planning context it is nevertheless noteworthy that, if considered ancillary to the main use of a dwelling, home working provision may require planning permission where it alters the overall character of the dwelling (Anon.,2020).

Farm diversification may be another area of business development suited to Ringmore Parish. Diversification in the form of changing land use to accommodate highly visible renewal energy developments such as solar farms or wind turbines must however be considered in the wider context of policies in this Plan.

For home working, reliable, high-speed broadband provision is crucial. In the Questionnaire Study, 66% of residents felt that their current broadband provision is adequate, but 23% believed it to be poor. Currently, optical fibre technology is the most robust and 'future-proof' method of delivering high performance connectivity and its provision should be the aim for all parts of the Parish.

## Aim and Objectives for Employment and Business Development

### Aim

*This Plan aims to provide a positive framework for rational business development that is suited to the character and needs of Ringmore Parish and underpins diverse, local, and year-round economic activity.*

### Objectives

- To facilitate the needs of present and future employment opportunities in Ringmore Parish, provided these are in accord with other relevant policies of this Plan.
- To nurture employment opportunities that go beyond tourism and farming and lead to economic activity throughout the year.
- To bolster the concept of working from home, whether as a discrete form of employment, or as a reliable alternative to commuting to places of work outside the Parish.
- To ensure that agricultural developments and farm diversification do not unduly compromise the parish aesthetic or its peace and tranquility.



## Employment and Business Policies

### **Policy RNP9 - Employment and Business: providing employment opportunities**

This Plan supports proposals for expansion of employment opportunities in Ringmore Parish, in particular opportunities for home-working, where:-

1. The privacy and amenity of residents in the parish are not adversely affected due to noise, inappropriate or excessive vehicle parking and any other type of disturbance.
2. The privacy and amenity of immediate neighbours are not compromised.
3. The peaceful and tranquil atmosphere of the parish is not unduly compromised.
4. Appropriate proposals for screening and landscaping are included where necessary to preserve the parish aesthetic.
5. Any proposed new buildings are sensitive to their surroundings and comply with other policies in this plan.

### **Justification for Policy RNP9**

Current employment opportunities within Ringmore Parish tend to be related to tourism and farming and thus of a seasonal and low skilled nature. It will be advantageous for a more year-round economy to be nurtured, in which high level skills can become a key feature. With few suitable spaces for business development, poor road access and limited infrastructure, the Parish of Ringmore offers limited opportunity for business developments. Working from home holds the greatest potential for expanding employment in the Parish and was supported by most Parish residents in the 2018 Neighbourhood Plan Survey.

Prioritising provision for working from home also allows the above average proportion of retired, high-skilled residents in the Parish to engage in the part-time labour market more effectively.

Many residents commute to work locations outside the Parish. If this form of travel can be reduced through provision of effective support for working from home, there will be obvious environmental benefit as well as reduced pressure on local roads.

## **RNP 10 - Employment & Business: agricultural development and farm diversification**

Proposals for the change of use of agricultural buildings and farm diversification will be supported where:

1. The development conserves and enhances the distinctive landscape character of the South Devon AONB and the Undeveloped Coast.
2. The development will not impose additional pressure upon the local road network and other aspects of infrastructure, including water supply, sewerage, and communications systems.
3. The safety of the rural road network will not be compromised.
4. The development will not contribute to light pollution.
5. The natural environment will not be threatened and there will be no loss of habitats.
6. The development will be appropriately screened by landform, trees, or hedgerows.
7. The requirements of all other relevant policies in this Plan are met

### **Justifications for Policy RNP 10**

It is recognised that, given the rural nature of the Parish, diversification in farming enterprises can offer potential for business development and thus employment opportunities. Development proposals in this vein must nevertheless be compatible with the features of the parish that have been identified by residents as being of fundamental value, primarily peace and tranquillity, and the existing parish aesthetic.

#### **Higher level policy and material considerations applicable to economy and business development policies: -**

**JLP March 2019** SO 9, SO 10, SO 11, SPT1, SPT12, also JLP Policies: - DEV2, DEV 11, DEV 14, DEV15, DEV23, DEV24, DEV25, and DEV29..

**NPPF chapter 11, 14, 15 and 16**

**AONB South Devon Management Plan 2019-24.**

#### **Other References**

Anonymous, 2015. Devon County Council. *Indices of Deprivation, 2015.*

Anonymous, 2020. UK Government Planning Portal, 2020.

[www.planningportal.co.uk/info/200130/common\\_projects/56/working\\_from\\_home](https://www.planningportal.co.uk/info/200130/common_projects/56/working_from_home)

Department for Work & Pensions, 2014. Fuller Working Lives – Background Evidence. DWP. June 2014

Eckhart, D. 2018. Ringmore Parish Neighbourhood Plan. Community Survey Report.

Bloom, N., Liang, J., Roberts, J., and Ying, Z.J. 2013. *Does Working from Home work?* NBER Working Paper No 18871. Issued March 2013.

Devonics, 2019. *Labour Force Survey - Unemployment*

## Consultations with local businesses

In compiling this section of the Neighbourhood Plan and to confirm the viability of proposed policies, the RNPSG embarked on a programme of consultations with local businesses. These included:

- **Mr John Tucker – Farmer.** Mount Folly Farm, Bigbury on Sea. Much of Mr Tucker’s 650 acre holding lies within Ringmore Parish. Notes from the meeting are provided in the Consultation Statement.
- **Mr Dudley Hext – Farmer.** Holwell Farm. Mr Hext keeps sheep and cattle in land within Ringmore Parish. Notes from the meeting are provided in the Consultation Statement.
- **Mark Brimacombe and Steve Beasley – Holiday Park Managers.** Bigbury Bay Holiday Park. A static caravan holiday park lying wholly within Ringmore parish. Notes from this meeting are provided in the Consultation Statement.
- **Parkdean Challaborough Bay.** The RNPSG made multiple attempts both written and verbal to convene a meeting with the management of Parkdean Challaborough Bay Holiday Park. The General Manager of the holiday park did, on three separate occasions, agree to meet but did not respond when asked for suitable dates and times. A record of conversations and correspondence is included in the Consultation Statement.
- **The RNPSG had planned consultations with the management of local shops.** The seasonal shop at Challaborough, and Holywell Stores which, although situated in Bigbury Parish is the most important local general store. Unfortunately, measures to contain the spread of COVID-19 meant that the Challaborough shop had to close before the meeting could be convened.

Also, due to containment measures, the managers of Holywell Stores had become extremely busy managing an impromptu online system for ordering and delivery, so it was decided to postpone the meeting to avoid additional burden.

*The minutes of individual business meetings are contained in the Consultation Statement.*



# 6. Community Assets

## Introduction

The local amenities have become diminished over time and within the parish boundary there is only a seasonal local shop at Challaborough and the Journeys End Pub. The next nearest shop/post office open year-round is situated at St Ann's Chapel approximately 1.6km (1 mile) from Ringmore Village centre.

There are no schools and local children are bussed out to satellite schools. All other significant amenities are to be found in the market town of Modbury approximately 8km (5 miles away) or alternatively Kingsbridge some 11km (7 miles) away.

There is a healthy parish social life utilising the Women's Institute (WI) and Parish Room for sport and recreation. All Hallows Church fulfils an important spiritual role, but also plays an important part in parish life. The Journey's End Pub is a popular meeting place frequented by both residents and visitors alike with its hospitality and restaurant being widely and very highly regarded.

## Aim

*To support the maintenance and development of community assets with the aim that they remain viable business and/ or community hubs important to the benefit of Parish life.*

## Objective

To preserve community assets for future generations.

### Policy RNP11 - Maintain or develop community assets

The following are identified as important community assets:

- i. "The Journeys End Inn"
- ii. All Hallows Church
- iii. The Parish Room
- iv. The Women's Institute Hall

These assets are essential to the sustainability of the community and proposals which seek to maintain or improve these community assets as viable businesses and important community hubs will be supported

Any proposals for the change of use for any of the above mentioned community assets will only be supported where there is no significant harm to the level of the service locally and where there is no reasonable prospect of the business or community use continuing, evidence that a new business owner or community use cannot be found should be provided through appropriate marketing for a period of 9 months. Applicants are encouraged to consult with all Stakeholders including residents of the parish prior to bringing forward any proposals.



**Fig 15. All Hallows Church**

## Justification for Policy RNP11

The parish enjoys very few community facilities and the loss of any one of them would threaten the current level of sustainability of the parish. Sustainability of Ringmore Parish was measured to be the lowest of all South Hams AONB villages measured by The South Hams & West Devon Village Sustainability Assessment Framework

"The Journey's End Inn" (JE) is an important asset in the community, acting as a community hub. 77% of respondents to the questionnaire indicated that they use the JE. It is also a very popular restaurant enjoyed by residents and visitors alike. Loss of this amenity would diminish the quality of the area and induce the requirement for more travel to access pubs further afield.

All Hallows Church (**Figure 15**) is an integral part of the fabric of the Parish and whilst regular congregation size may be small with only 17% of respondents stating that they attend on a at least a monthly basis, 55% of respondents stated that they attend for special occasions such as the annual carol service, weddings, and funerals. The porch of the Church is also used for Newspaper delivery for village residents and a collection point for the Kingsbridge Food Bank plus, houses a defibrillator.

The Women's Institute and Parish Room buildings are well utilised as meeting places and hold social events on a regular basis. Almost 76% of respondents stated that they use these facilities at some stage within the year with 35% of respondents using the facilities at least monthly. Without these facilities of Pub, Church and Halls - there would be no social life in the village and the village's sustainability as a community would be significantly reduced.

### Relevant higher-level policies and material considerations

1. JLP Policy SPT1 2(i)
2. NPPF Paras. 20c, 28, 83, 92 (a), (e) and 182
3. AONB South Devon Management Plan 2019-24.
4. Planning for the South Devon AONB: Planning Guidance Version 1 May 2017  
Page 98 8.3 Community facilities
5. South Hams & West Devon Village Sustainability Assessment Framework

# 7. Health and Wellbeing

## Aim

*To promote the wellbeing of current and future residents of the Parish.*

## Objective

To support plans that add to or improve the facilities of the Parish, ensuring that they do not adversely affect current or future residents.

## Background

Most of the population of the parish belong to the older age groups. However, there are no health facilities available within the parish and very few facilities specifically designed for the health and wellbeing of the older members of the community. Due to the rural and isolated nature of the parish, there are relatively few additional recreational, sports or leisure facilities to meet the needs of the population.

There are also very few recreational, sports or leisure facilities available for young children, with the nearest playground being in St Ann's Chapel in the adjoining Parish of Bigbury. This is some 1.6km (approximately 1 mile) from Ringmore Village.

There are, however, wonderful opportunities for walking particularly along the coast and within the National Trust area between Ayrmer Cove and Ringmore. These walks can however be a little challenging for the older and less agile parishioners.

Although there are no formal Heritage Trails in the Parish a recent local benefactor established large granite marker stones at salient points on the Parish boundary and there is a map post in the Pub car park inviting walkers to walk the circumference of the parish by visiting each stone in turn on connecting public footpaths - approximately 14 miles.

There are also excellent beaches at Challaborough and Ayrmer Cove with various water sport activities available at Challaborough.

There is also a swimming pool at the Parkdean Holiday Park in Challaborough, which is available on a seasonal basis to residents.

Cycling is not ideal as there are no dedicated cycle routes and the roads are mainly narrow and winding single track lanes with occasional passing places with a national speed limit 60mph.

## Local facilities

*“The provision of local amenities can improve mobility and social engagement among older adults” (Levasseur 2015).*

The provision of a Devon Air Ambulance night landing site close to the centre of the village and to service the surrounding area is an example of an improvement in essential basic services.

Many answers to the questionnaire commented on the lack of overall availability and quality of social and community facilities for younger families and individuals. However, there are two well equipped halls available in the Parish for organised activities, which could help meet these needs.

For younger families there are no education facilities available within the parish. Children living in the parish attend primary schools at Modbury or Aveton Gifford and secondary schools/ community college at Ivybridge or Kingsbridge. School bus transport is provided to these schools.

A convenience store and post office are situated in St Ann’s Chapel in Bigbury Parish, about 1.6 km (1 mile) from the centre of Ringmore village. This shop has proved to be essential to the parish during the Covid-19 lockdown and its preservation is crucial to the future of the parish. However, there are no public transport facilities available to access this store and as such customers need to walk, cycle, or use private transport. There is a public footpath from Ringmore Village to this shop, part of which is a ‘permissive path’ but most of the path is across rough pastureland and is unsuitable for a pushchair or shopping trolley especially in wet weather.

A variety of retail facilities, a medical and health centre, opticians, pharmacy, and dentist’s surgery are available in Modbury, but transport can be a problem. There are no public transport facilities available to access these facilities and most parishioners therefore must rely on private transport or taxis.

However, for the elderly and sick, without private transport, there is a registered charity, called Modbury Caring, which is run by volunteers, and is available for people who use the Modbury Health Centre. This provides transport to the health centre, the delivery of medicines and provides a befriending service for the isolated and those people living alone.

There is a small community hospital in Kingsbridge, the ‘South Hams Hospital’. This is 16km (10 miles) away. It only has limited accident and emergency facilities, an outpatient’s department including a physiotherapy department and a small ward. The nearest ambulance services are also based at this hospital. In an emergency, parishioners may need to use the Devon Air Ambulance services. A night landing site has recently been provided on the edge of Ringmore village for the air ambulance service.

## Public transport

Many people responding to the NP Questionnaire referred to the lack of public and community transport facilities. (e.g. one bus per week on a Friday to Plymouth and return). This obviously affects the ability for accessing health, recreational, sport and leisure facilities which are available in the larger centres outside the parish.



## Play facilities

There are no playgrounds available in the parish other than in the Parkdean Holiday Park, which is available to park residents when the holiday park is open (usually March to November). There is also a ballpark and amusement centre at the Parkdean Holiday Park used by children but only when the holiday park is open.

The nearest recreational ground and children's playing field area is adjacent to the Memorial Hall in St Ann's Chapel, but this is approximately 1.6km (1 mile) from Ringmore village, so not readily accessible.

Play groups are provided at the Memorial Hall at St Ann's Chapel. These have been provided in Ringmore Parish, in the past, but have failed due to lack of support and were not organised by those wanting it.

### Policy RNP12 – Improvement to health and wellbeing facilities

Support will be given to any proposal, which contributes towards the health and wellbeing of residents, provided it does not contravene other policies in the Plan.

### Justification for Policy RPN12

Of the 99 respondents to the NP Questionnaire, Question 2 asking whether they had a health problem that affects their day to day living, 15 people (approximately 15%) answered Yes.

97 people responded to Question 3, asking whether they had a health problem that affects their mobility. Of these 12 people (approximately 12%) answered Yes.

The majority commented that current facilities are at least adequate or good.

It is therefore considered necessary as part of the Ringmore Neighbourhood Plan to ensure that facilities are maintained or improved.

#### Relevant higher-level policies and material considerations

**JLP SPD 2020**, 2 para 1, SPD 11 para 3.85, SPD12 para 3.88, SO11 para 6.4, also JLP policies DEV10 para 6.35, DEV28 para 6.105

#### **AONB South Devon Management Plan 2019-24.**

Planning for the South Devon AONB: Planning Guidance Version 1 May 2017  
Page 75 Acc/03, Page 102 para 180

Ref - Levasseur et al. BMC Public Health (2015) 15:503

DOI 10.1186/s12889-015-1824-0

# 8. Natural Environment, Views and Open Spaces

## Introduction

The Parish of Ringmore is wholly within the South Devon AONB, partly within the Heritage Coast, and benefits from the large area of land owned by the National Trust between Ayrmer Cove and the village of Ringmore. Most of Ringmore Village is also within a conservation area.

Features of the parish include rugged cliffs and coastline, sandy coves, a picturesque village, rolling hills and wooded valleys. The parish also has a breadth and depth of significant habitats and species and an ancient and intricate network of winding lanes and paths.

Gate gaps at field entrances form important 'windows' to the landscape and provide wider views than those possible from within the constrained channels of the lanes. Many of these "Views or Vistas" are important to the natural attraction and beauty of the area and should be protected under planning regulations for "Protected View/Vista Status". A list of views and associated photos can be found on the **next two pages 42/43 and in Appendix iv**. Views from the neighbouring inshore waters are dominated by the dramatic and varied coastline.

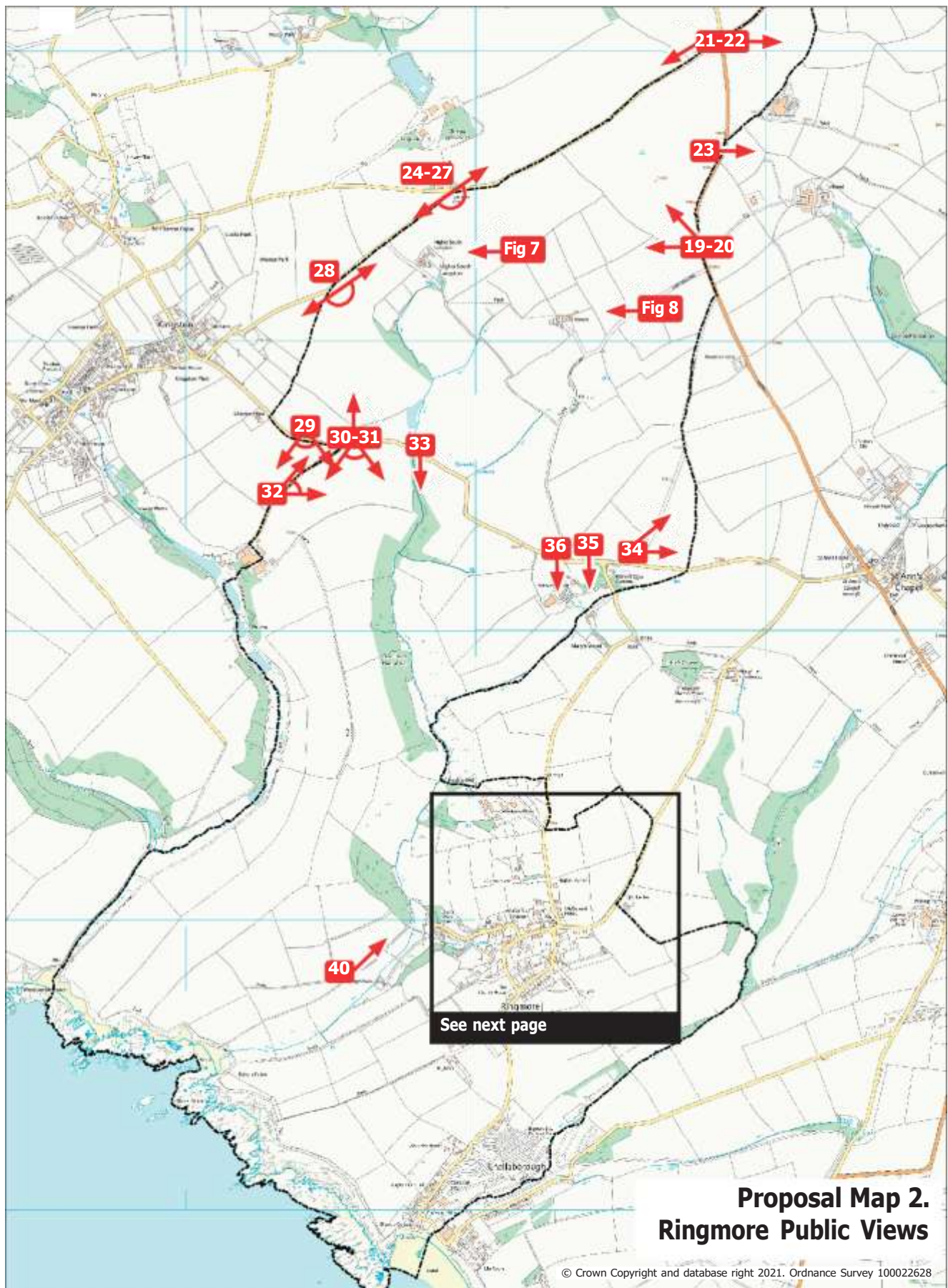
The parish has a fertile agricultural landscape, with smooth, rounded hills separated by deep, wooded valleys. Larger fields occur on higher, flatter land with more intricate, smaller-scale fields on the valley sides. **Map 6**.

The rich and complex habitats support many arable and grassland plants and farmland birds while hedge banks provide a stronghold for important, rare species, such as Cirl Bunting, and foraging grounds for bats, including possibly the Greater Horseshoe Bat <http://mg.swdevon.gov.uk/documents/s15864/Appendix%201.pdf>. The few trees that exist away from shelter are windswept, and the landscape can seem remote and exposed.

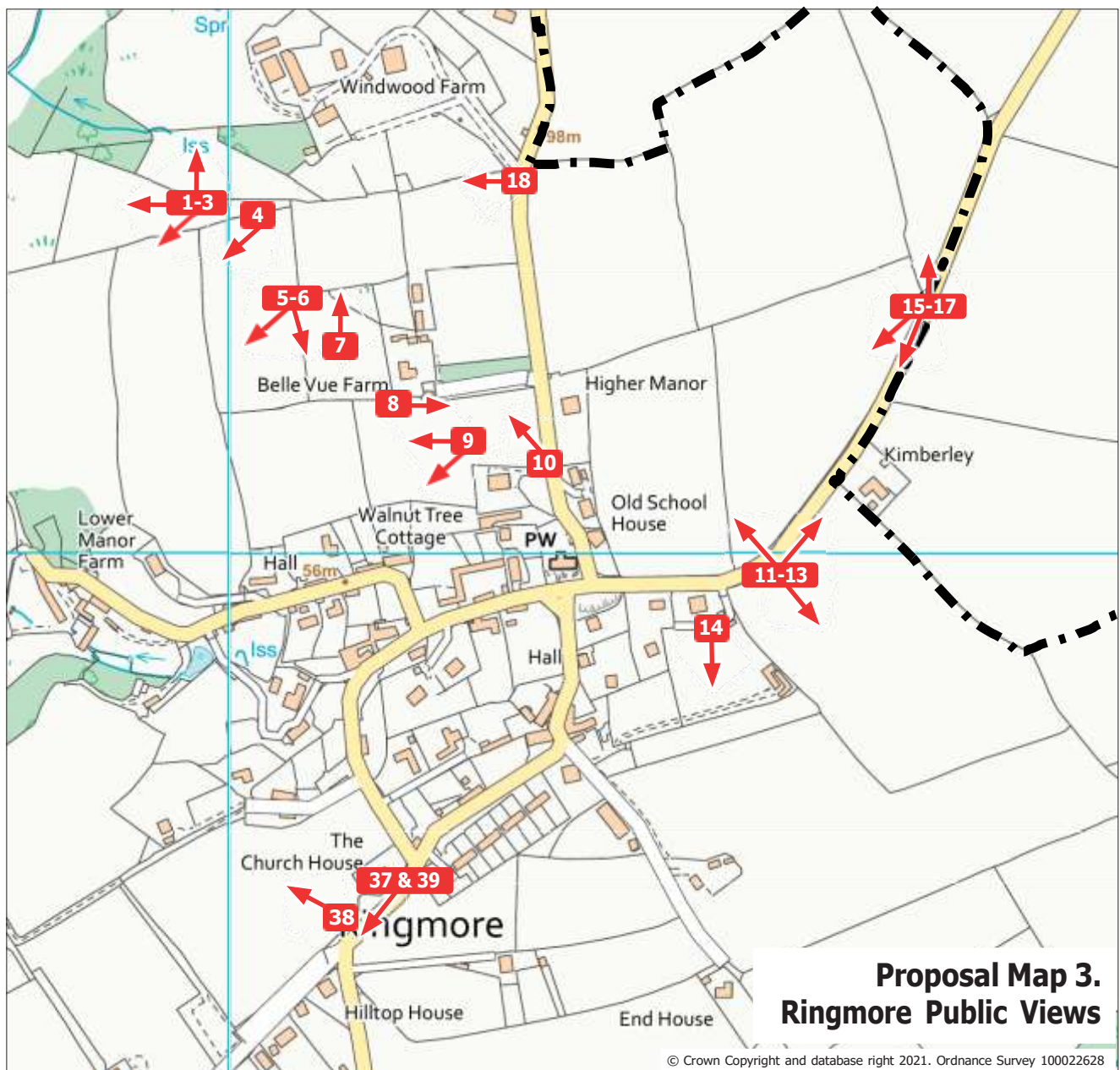
River valleys, which cut through the southern coastal plateau, impair east-west travel, contributing to the feeling of remoteness. In the valleys semi-natural and ancient woodlands remain, often on steep slopes inaccessible for farming. The Conservation Area includes tree preservation requirements within its boundary.

The well documented characteristics and the value of the natural environment as an asset to people, wildlife and biodiversity has been supported by the responses to the Neighbourhood Plan local consultation and community questionnaire.

The South West Coastal Path transverses the parish next to the sea and several other public and permissive paths give interesting walks in and around the area. A detailed map of these can be found on OS Map OL 20 or on DCC Map ED/PROW/02/54.







## Aim

*To protect and enhance the natural environment of the parish within the AONB, including the distinctive landscape and open spaces, outstanding views, and ecology, to protect the tranquillity of the environment and maintain the dark skies.*

## Objective

To conserve and enhance the outstanding natural beauty of the countryside, coastline, and beaches and support and protect the biodiversity of the parish through appropriate stewardship and management.



## Policy RNP13 – Area of Outstanding Natural Beauty

Proposals which retain and enhance the Natural Beauty of the Parish, which sits wholly within the South West AONB, will be supported provided that: -

1. The proposals do not cause harm to the appearance and character of the AONB or result in harm to significant views on the approach and across the parish. These public views can be found in **appendix iv** and **Proposal Maps 3 and 4** on the previous two pages.
2. Developments which result in the loss or deterioration of irreplaceable habitats will be refused unless there are wholly exceptional reasons and provision of a suitable mitigation strategy.
3. Development proposals that demonstrate that there are no adverse impacts on the natural environment (landscape and biodiversity) or that satisfactorily mitigate these impacts and enhance the natural environment where there is the opportunity to do so, will be supported.
4. Where mitigating measures are unavoidably required for development to be acceptable within its landscape setting, appropriate landscaping should be employed to mitigate the impact of the development, and such measures should include the use of native species of trees and hedges where planting is required.

### Justification for Policy RNP13

94% of respondents (93 people) indicated that maintaining the AONB in which the parish sits is important to the character of the area. 98% of respondents (97 people) indicated that the peace and rural location of Ringmore Parish including its proximity to the sea is its most important asset. The location and views from the parish are its greatest asset and combined with its ancient built heritage and social history, they make the parish of Ringmore unique. (see **Appendix iv**).

The importance of the high quality of the landscape, and of the biodiversity in the parish to both the people and the wildlife which inhabits the natural environment has been identified. It is essential therefore that the natural environment is retained, conserved, and enhanced where necessary. This includes the preservation of good quality agricultural land. **Map 6**.

A recent biodiversity and local interest report prepared for the Ringmore Parish Council by the National Trust (NT) described the agricultural fields managed under Higher Level Stewardship by three local tenant farmers with sensitive grazing techniques. The NT's 2007 biodiversity survey indicated that the farmland supported a range of significant features and species including Red Listed and UK Biodiversity Action Plan priority birds (including Cirl bunting,



**Fig 16. Meadow towards Ayrmer Cove rocks**



**Fig 17. View from Ayrmer Cove towards Ayrmer House across NT Land.**

yellowhammer, skylark, and grey partridge). The report listed under threats and issues, inappropriate development which impacts on the present undeveloped landscape.

The agricultural landscape described in the NT report is very similar in terms of biodiversity to the entire parish of Ringmore outside of the current built areas (Figures 16-21).

**Reference:** The NT Biodiversity and Local Interest Report prepared for Ringmore Parish Council.

[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/National%20trust%20Report%20on%20Bio%20Diversity%20in%20Ringmore%20Parish.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/National%20trust%20Report%20on%20Bio%20Diversity%20in%20Ringmore%20Parish.pdf)

Although there are policies at national and district levels which afford some protection of our natural environment, there are several locally specific issues which are of sufficient importance to the community to require additional policy protection and guidance. While the AONB Management Plan provides principles, which should be applied to the natural environment, they do not have statutory weight in the decision-making process when planning proposals are considered by the local planning authority.

There is a strong sense that this plan should adequately reinforce some of the overarching principles of protection for the environment. In doing so, it can fulfil its Aims and Objectives without relying solely on other policies set out elsewhere. The Aims and Objectives of this plan also align with many of the agreed AONB Management Plan principles and policies.

## Aim

*Protect the biodiversity of the environment and prevent the loss of Devon Banks and local paths*

## Objective

To conserve the biodiversity of the parish.



Fig 18. View from Footpath towards Ayrmer House



Fig 19. Typical rural views within the parish

## Policy RPN14 – Biodiversity

Proposals which support, protect, and enhance the biodiversity of the parish and maintain the Devon Banks and public access via public footpaths, permissive paths, and the coastal path will be supported where: -

1. Adverse effects on wildlife sites and habitats are avoided. Sites for the Cirl Bunting and Horseshoe and other varieties of bats exist in the parish and enjoy special protection which must be respected.
2. Any unavoidable adverse impacts on the wildlife and biodiversity of the parish can be satisfactorily mitigated.
3. Measures are included to ensure a biodiversity net gain in line with current government policy.

Proposals must be supported with all appropriate ecology surveys.

## Justification for Policy RPN14

Ringmore Parish lies within the Cirl Bunting protected species area and there have been sightings local to the village of Ringmore as recently as April 2021. **Ref: - Map 5 and JLP Appendix 6.**

South Devon's flagship species of Cirl Bunting and Greater Horseshoe Bat are perfect examples of the need for well-functioning mixed landscapes with intact, high quality hedgerow networks and small woodlands, organic farming systems and a mosaic of high quality, species rich grasslands mixed with cereal crops.

Devon hedges (often known as "Devon Banks") are a common feature of the landscape in the parish. They are usually formed of an earth bank which is faced with either stone and/or turf and is often topped with bushes, shrubs, and beautiful wildflowers. They are often very old, biodiverse, and very attractive.

They play an important role as stock-proof barriers and shelter for livestock and crops. The farming community and other local landowners have a key role in maintaining the integrity of these important features. The successful conservation of these hedges is critical to maintaining the special character of Ringmore's natural, farmed, and historic landscape.



**Fig 20. Farming in Ringmore**



**Fig 21. Views of Farmland variety within the parish**

## Aim

*Protect the tranquillity of the environment including preventing the loss of "Dark Skies Status", for the benefit of the wildlife, residents, and visitors.*

## Objective

Resist any development or road scheme likely to have an adverse effect on tranquillity or dark skies by ensuring that appropriate lighting is installed.



## **Policy RPN15 – To protect the tranquillity of the environment and maintain the dark skies.**

Development proposals should only include external lighting where necessary for safety and security

Where security lighting is considered essential it should be designed to minimise the potential for light pollution, following for example the guidance included in Guidance Note 01/2020. Guidance notes for the reduction of obtrusive light issued by the Institution of Lighting Professionals and controlled by an intruder alarm switch and not on constantly.

### **Justification for Policy RPN15**

**The Institute of Lighting Professionals** is a professional body, which is consulted by government on a wide range of issues, including legislation and regulations that affect the built environment.

The Royal Commission on Environmental Pollution stresses the significant impact of light pollution on organisms and ecosystems. 97% of respondents (96 people) indicated that maintaining 'Dark Skies' in the parish is important to retain the character of the area at night. There is no street lighting in the parish and except for the holiday parks there is no intrusive lighting from the settlements. This policy is designed to maintain and improve the current situation.

Much of the coverage in policy terms which relates to preserving the tranquillity of the environment is contained within AONB guidance. The JLP does not have policies specifically referencing or considering the implications of potential change to the tranquillity of the parish. National planning policy allows for planning policies and decisions to aim to identify and protect areas of tranquillity.

This is a locally specific issue to the parish and therefore, given its importance to the community, merits some reinforcement through policy in our Plan. Even small changes to lighting can have an impact on wildlife and people when added together cumulatively. National planning policy addresses the subject limiting the impact of light pollution from artificial light on intrinsically dark landscapes.

#### **Relevant higher-level policies and material considerations**

JLP Policies Dev 2 criteria 4, DEV 25.

NPPF chapter 15 and paras 123 and 125.

AONB South Devon Management Plan 2019-24.

The Institute of Professionals and JLP Dev 2.1, 2.4 and JLP SDP 2020 3.31 should be considered, and the International Commission on Illumination gives the values for obtrusive light illumination for exterior lighting installations and should be applied to all new builds within the parish. Lighting impacts upon habitats used by wildlife, particularly hedgerows, is stressed in JLP SDP. 3.32.

[https:// theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2020/](https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2020/)

Page 8 Table 2 for Environmental Zones

Page 10 Table 4 Limits for the luminous intensity of bright luminaires

International Commission on Illumination 2003 page 10.

[https:// www.seahouses.org/wp-content/uploads/2018/10/North-Northumberland-Coast-NP-Made-Version.pdf](https://www.seahouses.org/wp-content/uploads/2018/10/North-Northumberland-Coast-NP-Made-Version.pdf)



# 9. Heritage

## Background

The parish has 23 Listed Assets (**Appendix i**), ranging from the Grade II\* All Hallows Church, Grade II assets including numerous thatched and cob wall houses, farms and farm buildings, wells to a red telephone box. Some of these buildings are thought to predate the current church building circa 1250AD.

The parish also has very many non-designated Local Heritage Assets and these are documented in **Appendix ii**.

There is a Conservation Area which is tightly drawn around Ringmore Village centre and land to the south west of the village is owned by the National Trust, which also owns all the coastal footpath in the Parish. All the coastal area of the Parish is part of the South Devon Heritage Coast.

The whole of the parish is in the AONB and is afforded certain protection by that designation.

A significant portion of the Parish is also in the South Devon Heritage Coast. This is a non-statutory designation defined by the Countryside Commission in 1984. It covers the 75km (49 miles) of coastline between Wembury Beach in the west of the area and Sharkham Point in the east, its boundary extending 2km out into inshore waters. Around the Yealm and Erme estuaries the boundary reaches over 5km inland, whilst in other areas the boundary is just 300m inland.

The inshore waters and wider marine component of the designation is considered as one of the special qualities that define the unique "natural beauty" for which the South Devon AONB is designated as a nationally important protected landscape.

### The main objectives for Heritage Coasts are: -

- To conserve, protect and enhance the natural beauty of the coasts, including their terrestrial, littoral, and marine flora and fauna, and their heritage features of architectural, historical, and archaeological interest.
- To facilitate and enhance their enjoyment, understanding and appreciation by the public by improving and extending opportunities for recreational, educational, sporting and tourist activities that draw on, and are consistent with, the conservation of their natural beauty and the protection of their heritage features.
- To maintain and improve (where necessary) the environmental health of inshore waters affecting Heritage Coasts and their beaches through appropriate works and management measures.
- To take account of the needs of agriculture, forestry, and fishing, and of the economic and social needs of the small communities on these coasts, by promoting sustainable forms of social and economic development, which in themselves conserve and enhance natural beauty and heritage features.

Due to its isolated location and being close to the sea, employment was dependent on fishing, farming, including managing orchards, local crafts, lime production and growing willow for crab pots etc. However, the main source of income for those not commuting out of the Parish, is now from farming and tourism dependent jobs.

As the Parish is not on a route to anywhere else, tourists negotiate the narrow roads with their Devon Banks and hedgerows and are making a deliberate choice to visit the area. They come to the Parish to enjoy the beauty and history and thus the growth of the Parish needs to be managed to ensure that this is preserved.

The Listed and local Heritage Assets in **Appendix i & ii** are defined in NPPF 19.02.19 and include "designated" (listed) **Appendix i** and "non designated" local assets, **Appendix ii**.

## Aim

To protect the Parish's heritage for future generations.

## Objective

To ensure that any planning application is sympathetic and does not detract from the character of the surrounding part of the Parish.

### Policy RNP16 – Protecting the Heritage Character of the Parish

To protect the distinctive character and "sense of place" of the parish development proposals affecting Designated and Non-Designated Heritage Assets and their settings must comply fully with relevant national policy and the development plan, avoiding any negative impact upon their significance and setting. The Non-Designated Heritage Assets listed in Appendix ii have been identified by the community as making a particular contribution to the heritage character of the parish.

### Justification for Policy RPN16

96% of respondents (95 people) indicated that the conservation of heritage buildings in the parish is important.

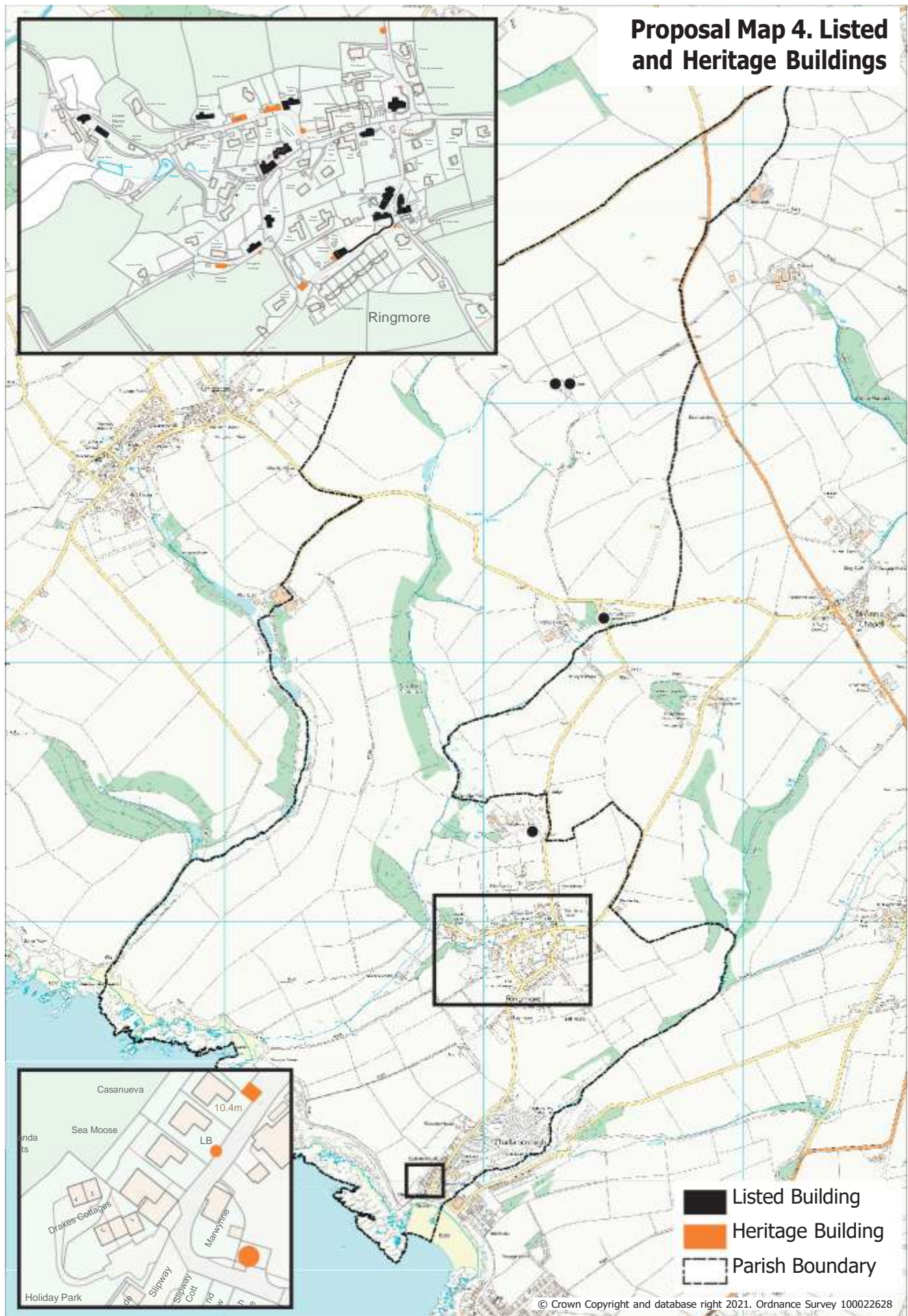
It is necessary to maintain the visual character of the parish and thereby perpetuate tourism, the main income and source of local employment. The traditional old-world look of Ringmore village with its period buildings and narrow lanes is vital to this objective.

#### Relevant higher-level policies and material considerations

1. JLP 2019 Dev 25 para 6.77, part 3 ref Cultural Heritage 2
2. NPPF Paras 7-11, 16, 28 and 185 - 194,
3. AONB South Devon Management Plan 2019-24.
4. Planning for the South Devon AONB: Planning Guidance Version 1 May 2017 Page 56, Section 12, Hist/P1-8 & Plan/P1 & P2
5. <https://www.seahouses.org/wp-content/uploads/2018/10/North-Northumberland-Coast-NP-Made-Version.pdf>

**Heritage Asset:** A building, monument, site, place, object etc. identified as being significant and thereby meriting consideration in planning decisions because of their heritage interest. (Definition extract from the National Planning Framework February 2019).

## Proposal Map 4. Listed and Heritage Buildings



The owners of the built properties below have agreed to inclusion in the listing.

**Figure 22. Local Heritage Assets**

Property	Property Details
Pleasant Cottage	Building dates to before 1841. 1992 Devon County Sites and Monuments register Grid Ref SX 6504 4579. 1841 or earlier, was a Barn converted to a house in 1911. MDV 45032
Well Cottage	Building dates to before 1840. Part of old Terrace with well.
Spring Cottage	Building dates to before 1840. Part of old Terrace with outdoor pump and spring that provides water for well next door.
Challaborough Cottage	Previously Oldest Pub/Inn in the village complete with cellar and 1st Post Office.
End Bohemia	Former fisherman's cottage estimated to be in excess of 200 years old.
Parish Room	A Memorial Hall built for and by the Village.
Store opposite Smugglers	Was possibly a Donkey Store?
Small store opposite Smugglers	Small store possibly for Manure.
Drinking Trough opposite Well Cottage	Rare example of this.
Rocket House	Coast Guard gear including Rocket flares were stored here; part of Captains House.
Stink Pipe Rectory Lane	Rare rural example of this, discussed Parish Council Meetings 18.03.08 and 17.11.09.
Butterwell / Storm Drain back of Kachelo	Rare example of this feature.
3 Stone Boxes, Challaborough Beach	SX 647 440 Devon & Dartmoor HER No / MDV123226 - Late Iron Age
Occupation Layer, Challaborough Beach	SX 647 449 Devon & Dartmoor HER No / MDV123231 - Late Iron Age
Ditches, Challaborough Beach	SX 647 449 Devon & Dartmoor HER No / MDV123229 - Late Iron Age to Post Roman
Enclosure & Quarry? SW of Noddon Mill	SX 647 463 Devon & Dartmoor HER No / MDV40095 - Prehistoric to 42 AD Monument 1024309
Enclosure ESE of "Castle Farm"	SX 6534 4626 Monument 1024295 MDV 4010
Single ditched circular enclosure	SX 646 477 RefPRO15 RHS Website
Searchlight Battery BXJ32	Monument No 1559837 at Marwell SX 656 472
Lime Kiln	In Park Dean
Ringmore Post Box	In boundary wall of Cross Park
Challaborough Post Box	In boundary wall of house
Triangulation point	50.322429, -3.889719 Field near Seven Stones Cross



# 10. Local Green Spaces

The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of importance to them and should be capable of enduring beyond the end of the plan period. Four areas are important to the parish, in Ringmore village: The Green surrounding the Bus shelter, The Bowling Green and The Town Well area and in Challaborough, The Boat Green.

## AIM

*The aim is to preserve the important local green spaces for future generations of the Parish.*

## Objective

To ensure that any planning application does not have a deleterious effect on local green spaces.

### Policy RNP17 – Local Green Spaces

The following areas are designated as Local Green Spaces

- The Town Well site at SX 65085 45879 – the Well Head is Grade II listed.
- The Bowling Green – a ½ acre strip of land centred at SX 65107 45711.
- The Bus Shelter Green at SX 65262 45963.
- The Challaborough Boat Green at SX 64759 44954.

Inappropriate development on these sites will only be supported in very special circumstances.

### Justification for Policy RNP17

Para 100 of NPPF Feb 2019 The Local Green Space designation should only be used where the green space is: -

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.

The Town Well area is a hidden gem of the village which has one of the original and still working water supplies. It is situated with stunning views of the sea and countryside from a Memorial Bench. This site has been maintained by villagers and the Parish Council for many years.

The Bowling Green is a narrow tract of common ground which is Manorial Waste and was used in historic times for playing Boules or Bowls. A bench for visitors has been provided and is regularly used by walkers. Native trees have been planted by village volunteers as part of maintenance of this area. This includes the 2012 commemorative Queen's Jubilee oak supplied by the Royal Gardens. The Parish Council pays for the grass to be cut and kept in good order.

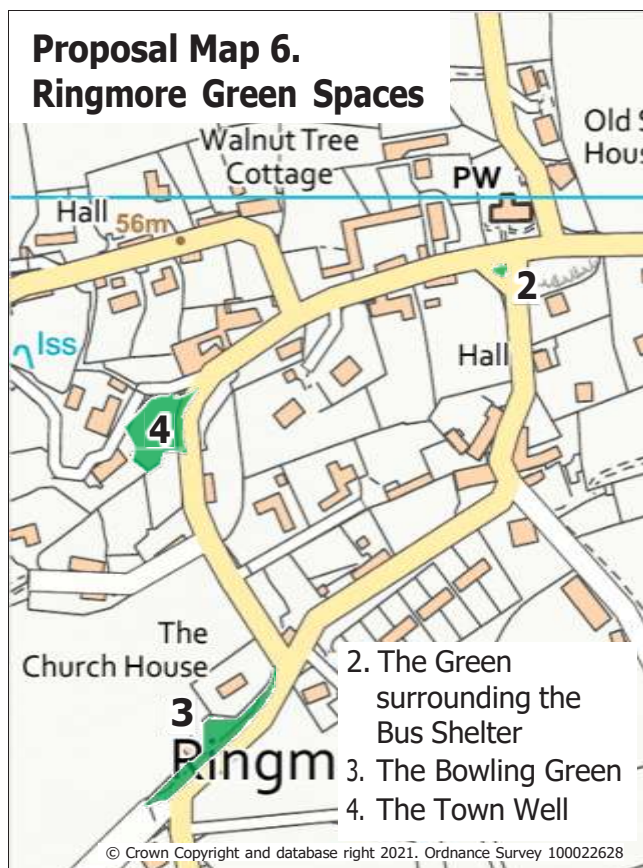
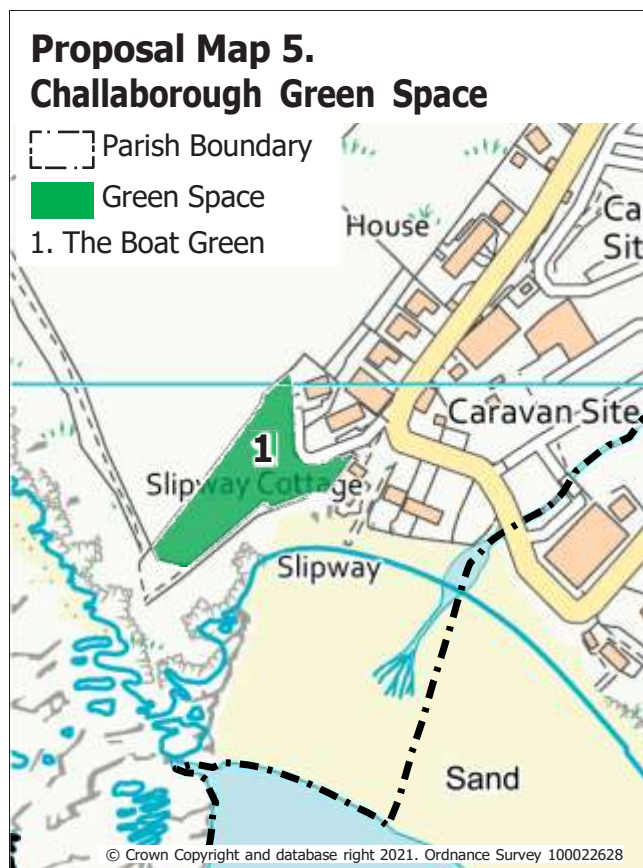
The Bus Shelter is on the site of a milk stand and is currently used throughout term time as a refuge for children using school bus transport and on Fridays for those using the one bus a week from and to the Village.

The Boat Green is a community space on the Coastal Path with tables for people to rest and enjoy the view over Challaborough and to Burgh Island.

The list of Local Green Spaces designated by this NDP is in **Appendix iii** and is mapped in **Proposal Maps 8 and 9**. All have achieved the three tests set out in the NPPF.

### Relevant higher-level policies and material considerations

1. JLP policy DEV 27
2. NPPF Para 99 - 101
3. AONB South Devon Management Plan 2019-24.
4. Planning for the South Devon AONB: Planning Guidance Version 1 May 2017 Page 46 Section 8 77 Acc/P3 and Page 95 Respecting Green Space
5. Chapel-en-le-Frith Parish Neighbourhood Development Plan 2013-2028 Referendum Version
6. Witton Gilbert Neighbourhood Plan 2018 - 2033



# 11. Transport

## Introduction

The village of Ringmore and the hamlet of Challaborough are accessed via single track lane with passing places and bounded by traditional Devon Stone Hedge banks. The B3392 which is single track in many places is the nearest “defined road” and this carries all vehicular traffic from the A379 accessing Kingston, Marwell, St Ann`s Chapel, Houghton, Ringmore, Bigbury Village, Bigbury Golf Course, Bigbury on Sea, Challaborough and the caravan parks situated at Challaborough and Bigbury.

There is only one bus service per week on a Friday operating a return service to Plymouth (allowing for a visit of approximately three hours) for residents of Bigbury on Sea, Bigbury, St Ann`s Chapel, Ringmore, Challaborough and Kingston. This journey takes approximately one hour each way compared to a normal travel time of under 40 mins. Most residents rely on private transport or taxis for work/ leisure. There is now a growing use of online shopping services adding an increased volume of large vehicles onto the local roadways. This is also exacerbated by regular large farm machinery movements, livestock transport, school buses/coaches, oil and gas delivery lorries, waste collection vehicles, food delivery and tradespeople in lorries and vans. There are numerous times when the roads become jammed which presents a Health & Safety issue in respect to access/egress to the area for emergency vehicles. **(See Figures. 23-25).**

Traffic volume is seasonal with immense pressure being placed upon the infrastructure during the Spring/ Summer period. This NP is concerned with future development within Ringmore Parish, but it cannot be ignored that development outside of this plan`s boundaries may have a further negative impact upon the ability of the current local road infrastructure to cope. There are several pinch points notably in Ringmore Village, St Ann`s Chapel, Houghton and the hill descending into Challaborough that do not cope well with seasonal traffic accessing caravan parks and beaches. *NB. Further development of caravan parks or change in usage of caravan parks is dealt with in a separate section of this NP.*



**Fig 23. The main road through Ringmore Village (Single track)**



**Fig 24. Traffic Jam in Ringmore Village**



**Fig 25. HGV and Commercial vehicles cause major disruption to traffic**



## Aim

*To support the maintenance and improvement of infrastructure within the Parish so that it remains a viable and desirable place for people to live and work without causing detriment to the AONB or the rural character of the Parish.*

## Objective

To support the maintenance and improvement of infrastructure within the Parish so that it remains a viable and desirable place for people to live and work without causing detriment to the AONB or the rural character of the Parish.

### **Policy RNP18 - Maintenance or Improvement to Transport infrastructure delivering safety improvements for all road users.**

New developments which deliver improvements to safe access to and within the Parish will be supported if: -

1. Any proposed road scheme does not damage the existing network of traditional Devon Banks. Any loss of Devon Bank due to road schemes is to be restored like for like such that the rural character of the parish is not negatively affected.
2. Consultation with all "Stakeholders" is exercised prior to any road scheme proposal within the Parish.
3. Existing footpaths, cycle ways and bridleways are maintained or improved.
4. Separation of non-motorised vehicle users from motorised vehicles is improved.
5. To protect the dark Skies of Ringmore Parish, new street lighting should be avoided.

### **Justification for Policy RNP18**

The existing network of local roads accessing and transecting the Parish are predominantly narrow single-track lanes bordered by traditional Devon Banks. This gives rise to congestion and inconvenience at times for both visitors and residents alike. There is little safe non-motorised access and as such traffic speed, volume and size are all considered safety concerns to local residence and a third of all respondents to the questionnaire stated that they felt unsafe when walking or cycling within the Parish.

It is also recognised that the current road structure is an important part of the unique character of this rural Parish set within the confines of the AONB and is also one of its main attractions for visitors, many of whom return year on year. 92% of questionnaire responders signalled that maintaining the existing road structure and Devon Banks was important to the character of the Parish and should be preserved.

70% of responders stated that they do not support upgrade of existing roads to modern highway standards.

For people living outside of the bounds of the village of Ringmore but within the Parish there are limited safe methods of accessing community events held in the Parish Halls, All Hallows Church or the Journey`s End Pub. The main access road to Challaborough Bay and Bigbury Bay Holiday Parks is routed through a very narrow part of the village and traffic volume increases with seasonal phasing. Responses from the questionnaire comments included calls for reduced speed limits through Ringmore and Challaborough, limits to vehicle size, introduction of speed humps and other traffic calming measures, re-routing of traffic and designation of "Quiet Lane Status".



When asked 80% of respondents felt strongly that the peace and rural location of the Parish with its proximity to the Sea was its most important asset, 97% felt strongly that Dark Sky status was maintained and 94% indicated that the character of the AONB should be maintained.

**Relevant higher-level policies and material considerations**

JLP Policies DEV29 -DEV 31

NFFP 2019 chapter 9.

AONB South Devon Management Plan 2019-24.

# 12 Infrastructure and Resources

## Aim

*To support the maintenance and improvement of infrastructure within the parish so that it remains a viable and desirable place for people to live and work without causing detriment to the AONB or the rural character of the parish.*

## Objective

To support the maintenance and improvement to the connectivity infrastructure within the Parish with the aim of developing a more sustainable community.

### Policy RNP19 - Connectivity Infrastructure.

Proposals which seek to improve connectivity for either business or private use will be supported, so long as they meet the following criteria: -

1. The scale of any such development is sympathetic to the surrounding environment with transmitters/ receivers or other equipment placed such that there is no loss of amenity or damage to Heritage buildings or sites.
2. Any such equipment is sensitivity sighted, screened, or camouflaged to conserve and enhance the AONB.
3. Any tower or structure erected to improve connectivity will not negatively impact locally important views, skylines, and vistas.
4. In respect of development proposals for communications infrastructure, applicants must demonstrate that they have fully explored opportunities to erect apparatus on existing buildings, masts or other structures and ensure that the number of radio and telecommunication masts are kept to a minimum consistent with the efficient operation of the network.
5. Wherever possible, provision should be made for suitable ducting to enable more than one service provider to provide connections to individual properties from connection cabinets located on the public highway, or some alternative point available to different service providers.

### Justification for Policy RNP19

Within the Parish and across much of the AONB connectivity to mobile services and broadband is poor and broadband is often low speed which has a detrimental effect upon existing business, business start-up and working from home viability.

During consultation it was demonstrated that 61% of respondents to the questionnaire indicated a desire to see further installation of communication infrastructure in order to improve mobile phone reception and 22% felt that their current broadband speed was inadequate for their needs.

#### Relevant higher-level policies and material considerations

NFFP 2019 chapter 10.

AONB South Devon Management Plan 2019-24.

# 13. Climate Change

## Aim

*To ensure that the parish is developed in a sustainable, energy efficient manner in line with the current climate change driven guidance and policy from local and central government and existing infrastructure is improved accordingly.*

## Objective

To support low carbon energy creation schemes within the parish so long as they are small in scale, unobtrusive and sighted so as not to be detrimental to the AONB or the rural character of the Parish.

### **Policy RNP20 - Development of low carbon energy production within the Parish.**

Schemes which are small in scale, unobtrusive and deliver improvements to low carbon or renewable energy creation within the Parish in accordance with the relevant policies within the development plan will be supported if: -

1. The scale of any such development is sympathetic to the surrounding environment.
2. Any such scheme is sensitively sighted to conserve and enhance the landscape character of the South Devon AONB.
3. Proposals for the change of land use to accommodate the installation of renewable energy equipment, such as solar panels, will be supported only where the visual impact does not affect the amenity of residents or the general parish aesthetic.

### **Justification for Policy RNP20**

It is recognised that there is a collective responsibility for reducing our carbon emissions footprint and the development of low carbon or renewable energy capability is a positive contribution to an overall effort. The reduction of carbon emissions can be achieved in many ways including but not limited to:

- Reduction of heating based upon fossil fuels.
- Reduction of hot water production using heat sourced from fossil fuels.
- Increase in solar generation of electricity.
- Increase in wind for the generation of electricity.
- Improve thermal insulation of properties.
- Reduction in fossil fuelled transport usage.

Renewable energy schemes are laudable, but they must be placed appropriately and matched to their natural landscape. The importance of maintaining the AONB and the rural character of the Parish is already well demonstrated within this document and any such development of low carbon energy production should take this overriding factor into account.

The consultation process has not focused specially upon the development of low carbon energy schemes, but sufficient evidence is available from the consultation process to enable a valid justification for this policy in that the overriding wish of the parish is to protect its rural character as being its single strongest point for residents and visitors alike.

The importance of maintaining the AONB and its future management is a national strategic issue and is backed by the South Hams Policy document AONB Management Plan 2019-2024 at:

[http:// www.southdevonaonb.org.uk/management-plan](http://www.southdevonaonb.org.uk/management-plan)

#### **Relevant higher-level policies and material considerations**

JLP Policies Dev 32, Dev 33, Dev 34.

NPPF 2019 chapter 14.

AONB South Devon Management Plan 2019-24.



# 14. Implementation and Monitoring

## Implementation

The current adopted development plan of the South Hams District Council is the Plymouth and South West Devon Joint Local Plan 2019 (JLP). Once the Neighbourhood Plan is formally adopted by South Hams Council it will become part of the local development plan. This means that it will be a material consideration in the determination of planning applications.

The Ringmore Parish Council is consulted in respect of all applications for planning permission and will ensure that their representations accord with the proposals and policies of the Neighbourhood Plan. The Parish Council will also work closely with South Hams District Council to ensure conformity with the Neighbourhood Plan together with local and national policies.

Implementation of the plan will be on-going. The responsibility for determining planning applications will still rest with the South Hams District Council who will be responsible for applying the policies of the Neighbourhood Plan which will, once adopted, form part of the development plan for the area, with the same legal status as the District Council's adopted development plan.

## Monitoring

### Twelve Months Review

The Neighbourhood Plan will be reviewed one year after its adoption by the reconvened Neighbourhood Plan Steering Group. The purpose of the review will be primarily to assess the extent to which the neighbourhood plan objectives have been implemented in practice. The Steering Group will prepare a report to Ringmore Parish Council which will be published in the Ringmore Newsletter and on the Parish Council website.

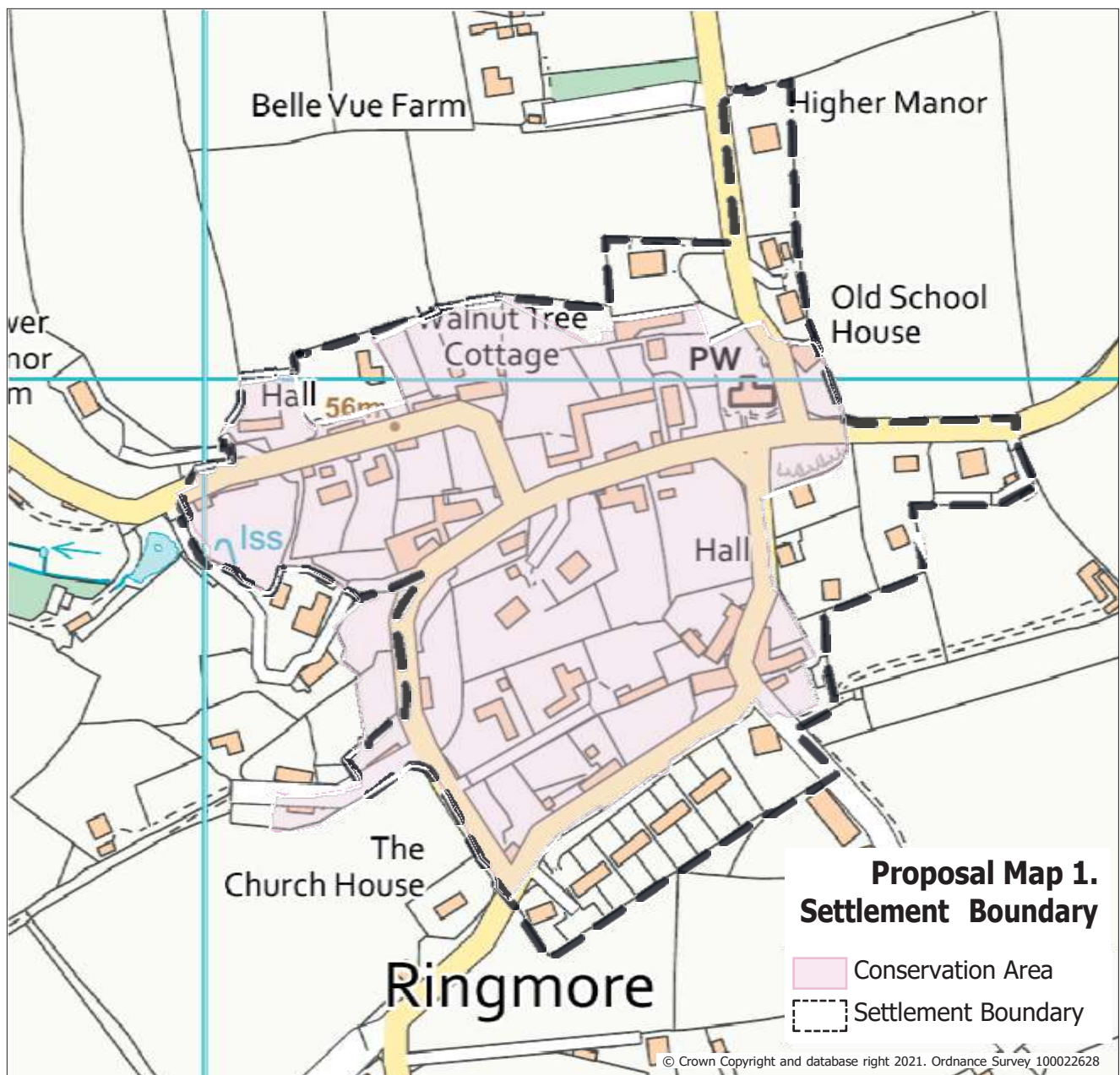
### Five Year Review

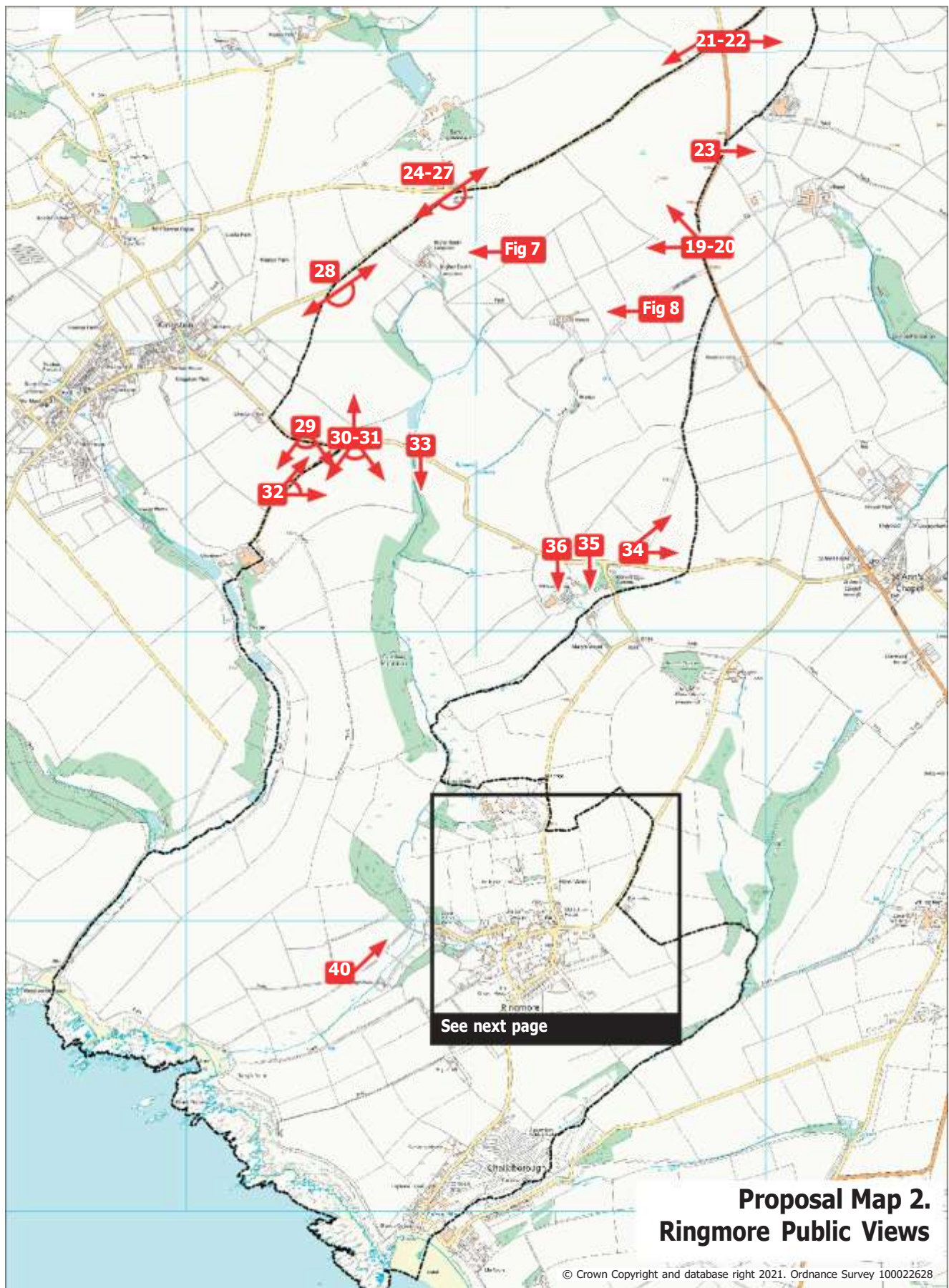
The neighbourhood plan will be reviewed every five years. This review will be instigated by Ringmore Parish Council who will reconvene a Steering Group (made up of at least 6 people, more than 50% of whom should be non-Councillors) for each review. The local community will be invited to make representations. The purpose of the review will be primarily to assess the extent to which the objectives are being achieved in practice and the contribution that the proposals and policies are making in terms of meeting these objectives.

### End of period review

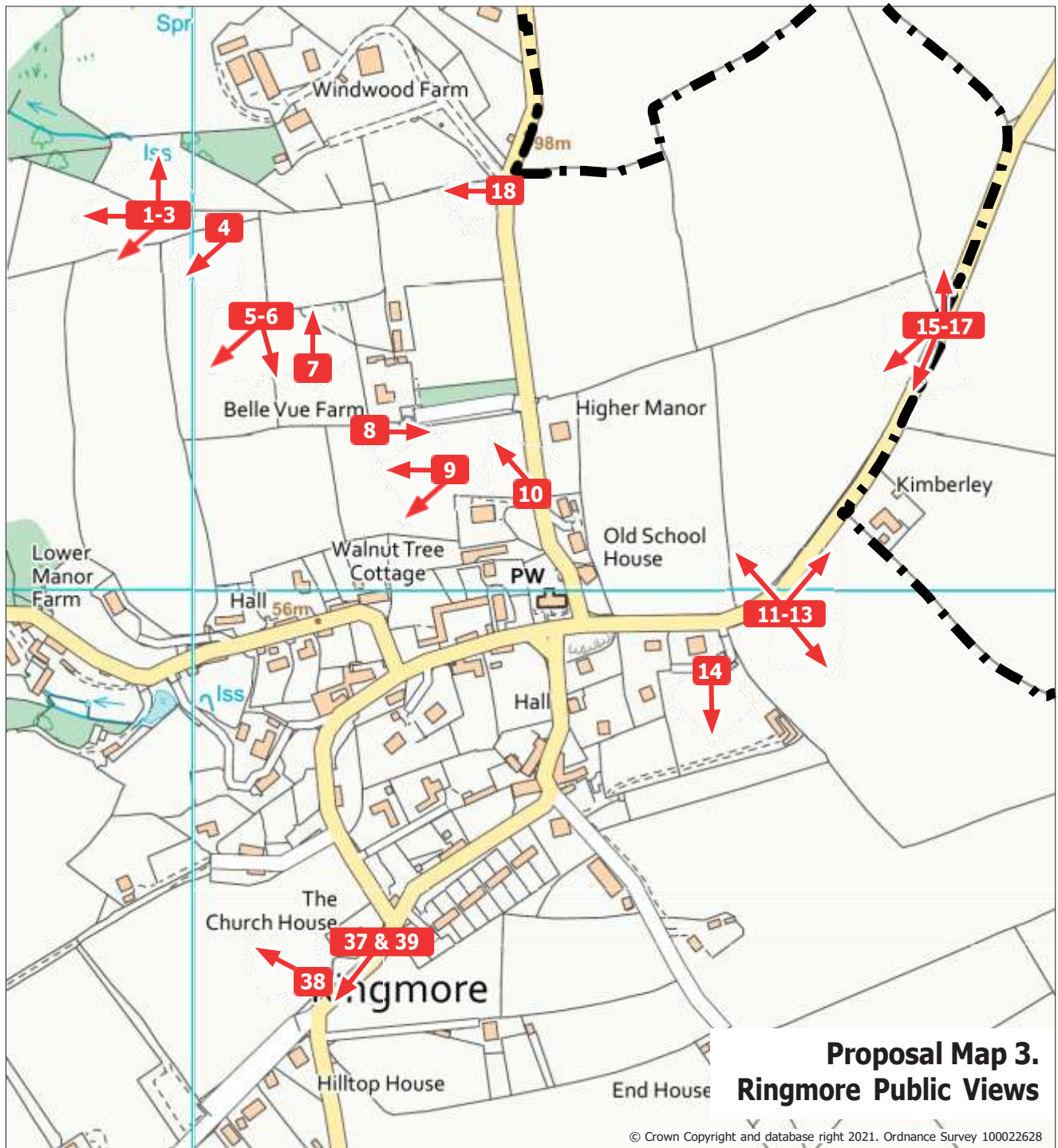
The final review commencing at least two years from the end date 2034 will identify the areas of the plan that it recommends taking forward and those which need fundamental change to serve the community in the future. The Steering Group will present a written report to Ringmore Parish Council.

# 15. Proposal Maps



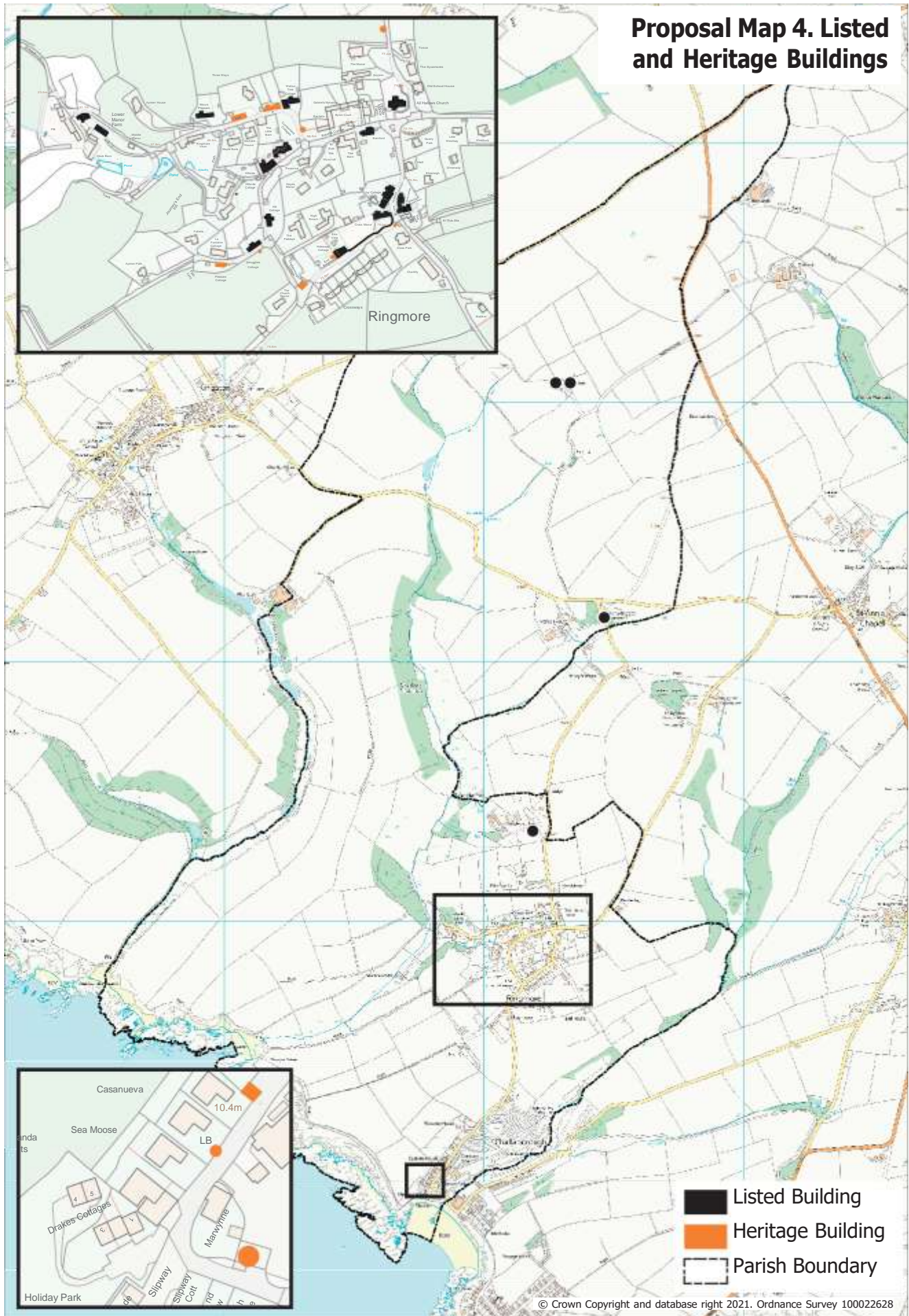




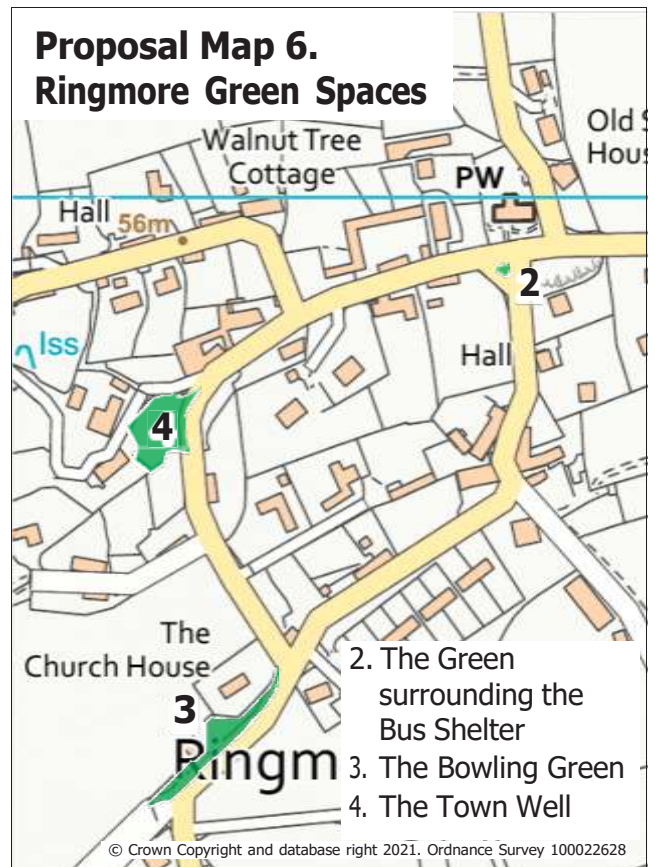
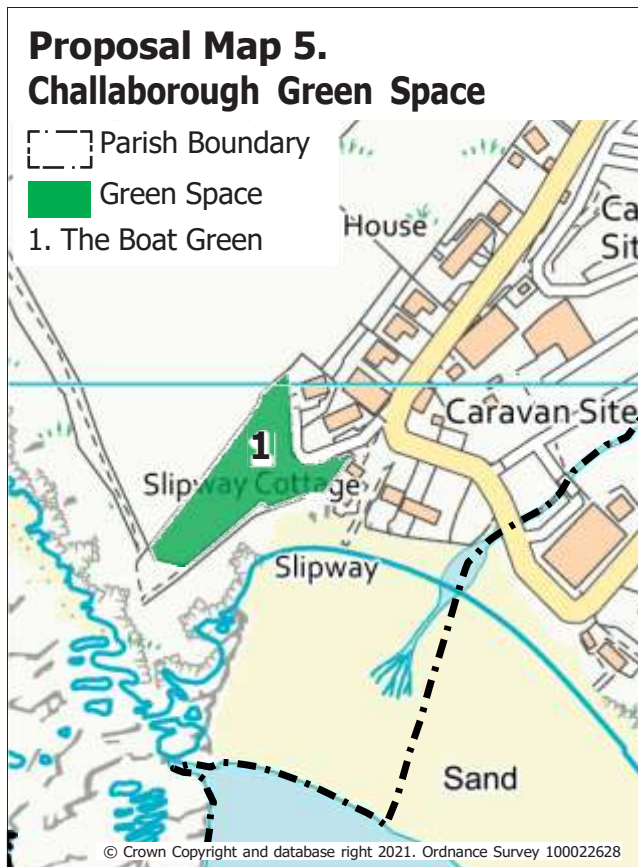




## Proposal Map 4. Listed and Heritage Buildings



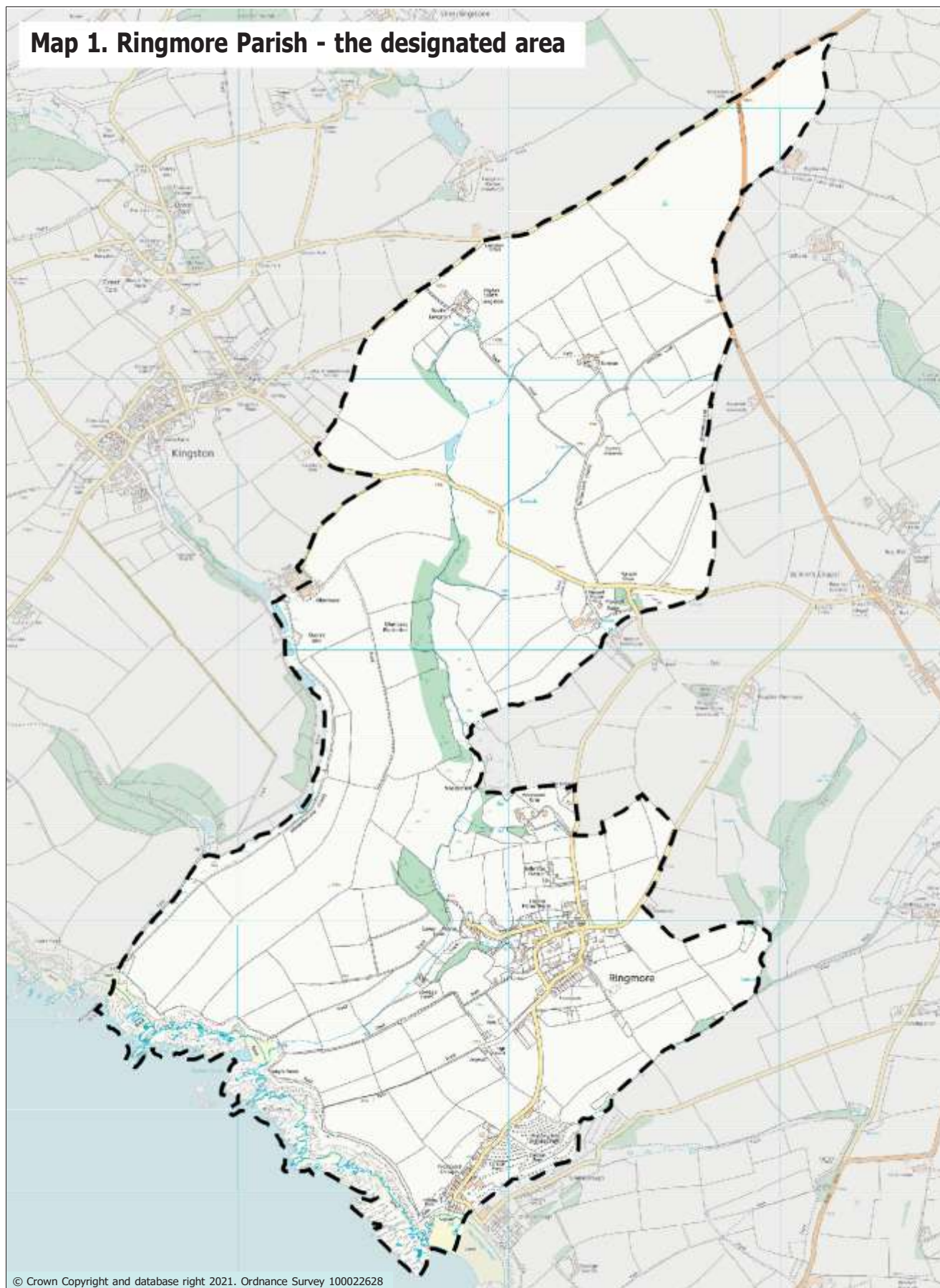




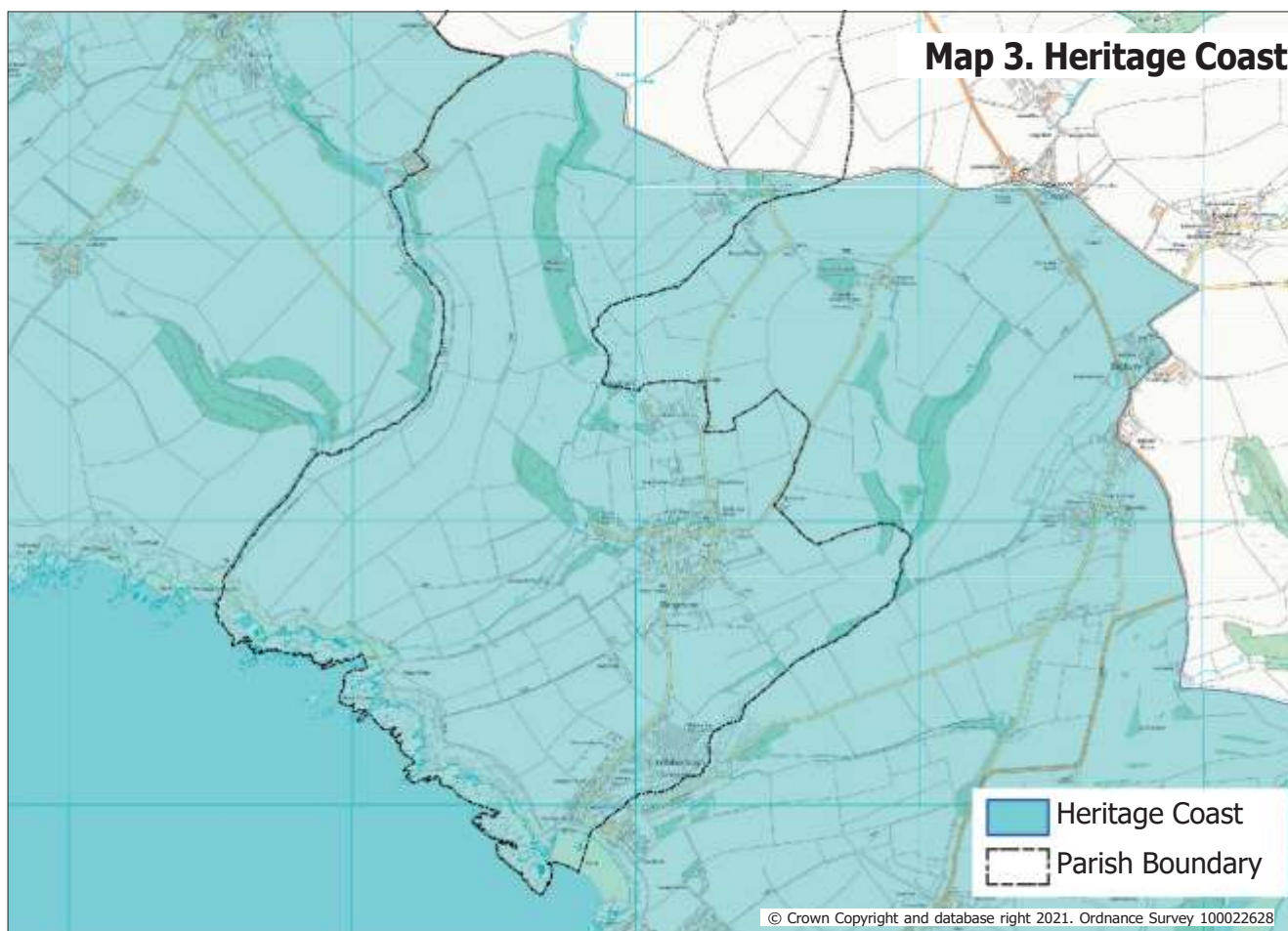
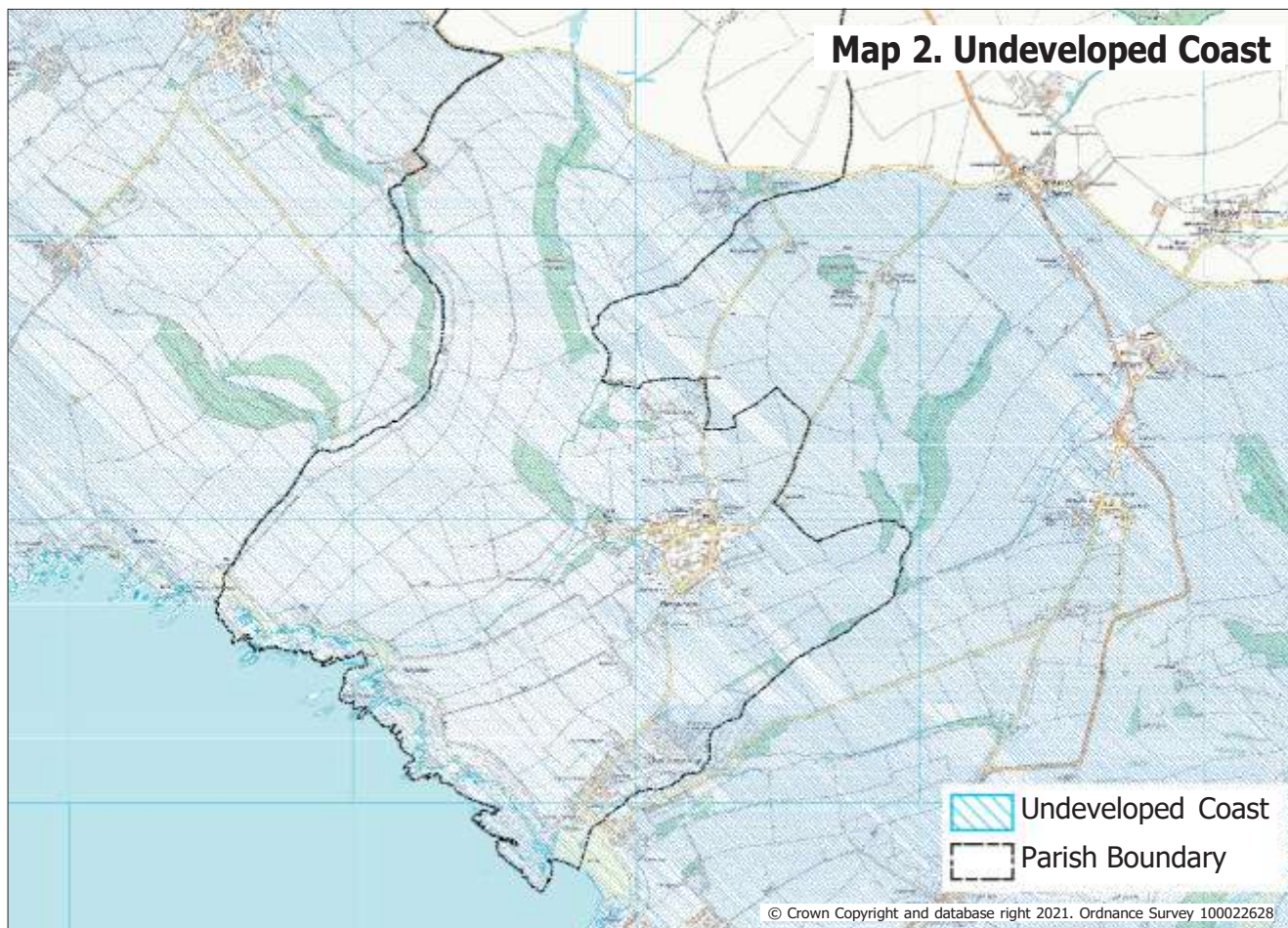


## 16. Maps

**Map 1. Ringmore Parish - the designated area**

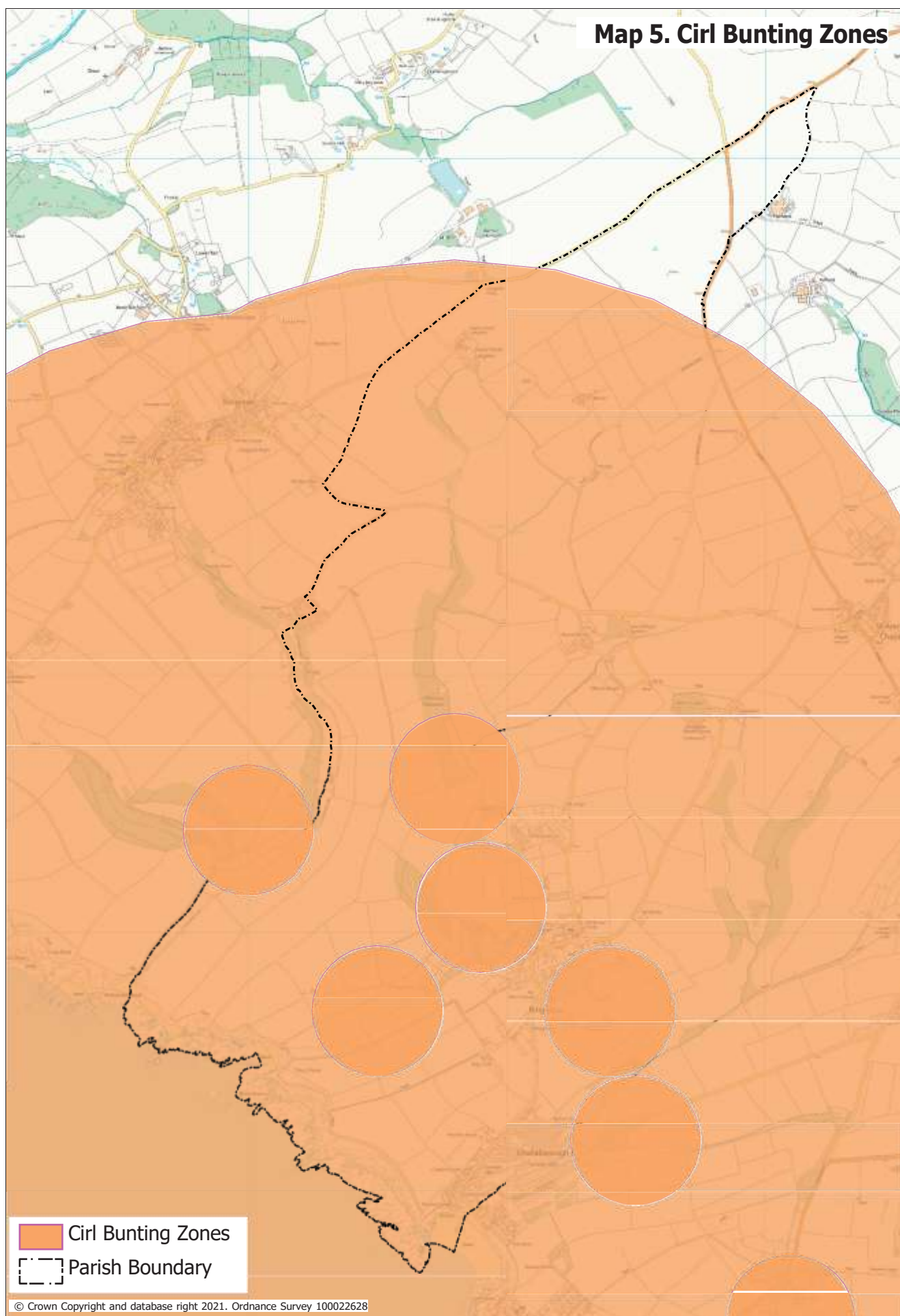


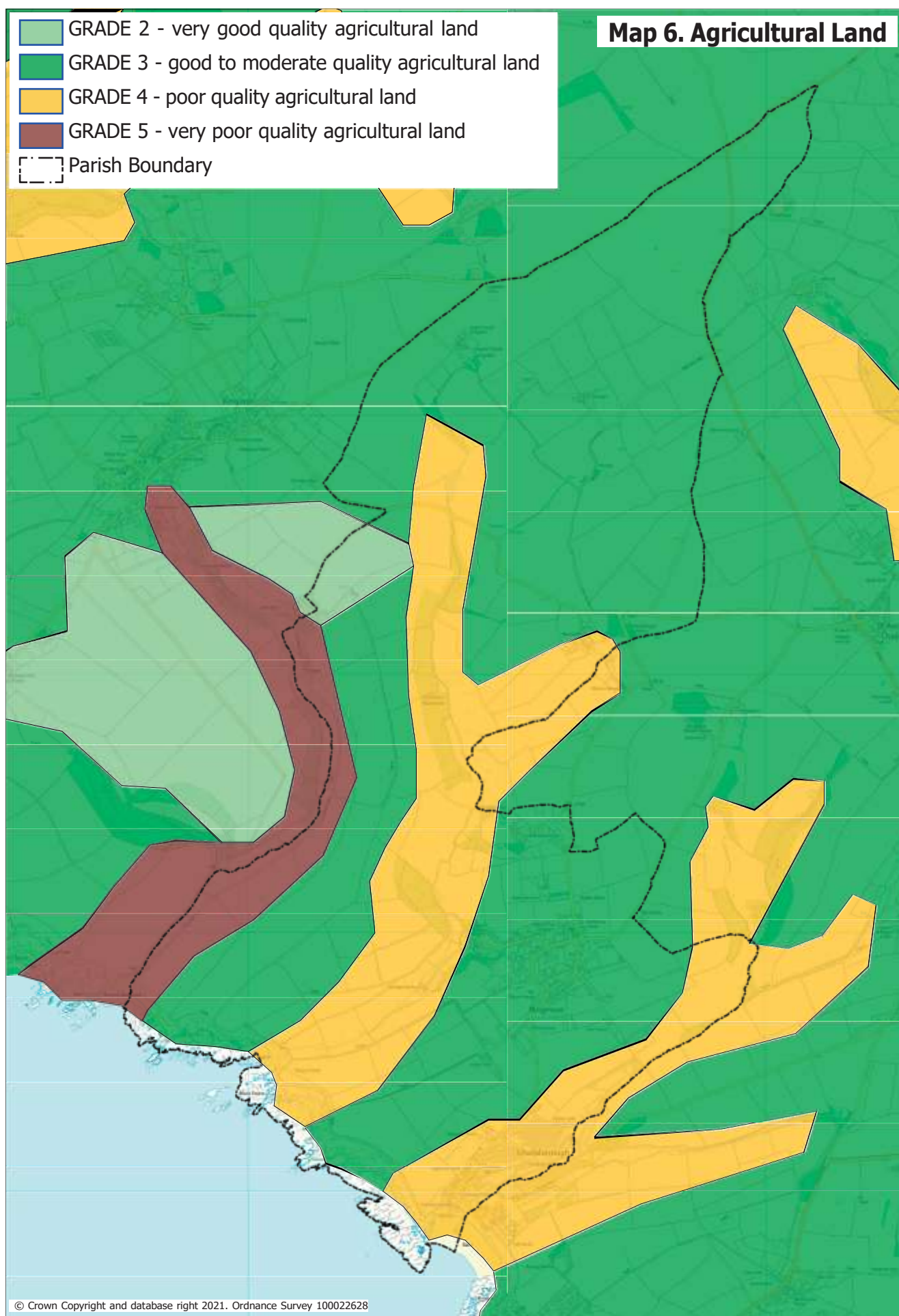














**Map 7. Flood Zones**



# 17. Appendix i: List of Statutory Designated Heritage Assets

## Grade II\* and Grade II Listed Buildings in Ringmore Parish

Photo	Asset Number / Version Uid	Asset Name	Grade	Address	Monument Type	Display Date	Locality
	1108042 / 105155	Lower Manor Farmhouse	II	Lower Manor Farmhouse	Farmhouse	Possibly earlier	Ringmore Village
	1108043 / 105156	Mount Pleasant Rose Cottage	II	Rose Cottage	House	C17	Ringmore Village
	1108044 / 105157	Renton Farmhouse	II	Renton Farmhouse, Renton Lane	Farmhouse	1822	Renton
	1108045 / 105158	Ivy Cottage Post Office	II	Ivy Cottage	Row	Late C18 or early C19	Ringmore Village Centre
	1108046 / 425524	Rock Cottage	II	Rock Cottage	Cross Passage House	C17	Ringmore Village Centre
	1108047 / 443217	Church of All Hallows	II*	Church of All Hallows	Parish Church	Built C12	Village Centre

Photo	Asset Number / Version Uid	Asset Name	Grade	Address	Monument Type	Display Date	Locality
	1108048 / 105161	Hill Cottage	II	Hill Cottage	Detached House	C18	Ringmore Village Centre
	1108049 / 105162	Spring Head	II	Spring Head CIRCA 40 Metres South West of the Journey's end	Spring	C19	Ringmore Village Centre
	1147187 / 139244	Middle Manor	II	Middle Manor	House	C18	Ringmore Village
	1147253 / 452535	Rose Cottage	II	Rose Cottage	Row	Late C18	Ringmore Village Centre
	1168496 / 157885	Cumberland Cottages	II	Cumberland Cottages, 1-4	Row	C17	Ringmore Village Centre
	1168510 / 157897	Middle Bohemia Sea View	II	Sea View	Row	C18	Ringmore Village Centre
	1168516 / 157900	Smugglers Cottage	II	Smugglers Cottage	Cross Passage House	C17	Ringmore Village Centre



Photo	Asset Number / Version Uid	Asset Name	Grade	Address	Monument Type	Display Date	Locality
	1168529 / 157910	Walnut Tree Cottage	II	Walnut Tree Cottage	Farmhouse	C17 or early C18	Ringmore Village Centre
	1253925 / 410201	K6 Telephone Kiosk adjacent to Ivy Cottage	II	K6 Telephone Kiosk adjacent to Ivy Cottage	Telephone Box	1935	Ringmore Village
	1308609 / 397828	Well Head near Castle Farm	II	Well Head near Castle Farm	Well Head	C19	Ringmore Village
	1308612 / 280322	Farmbuildings at Renton Farm	II	Farmbuildings at Renton Farm, Renton Lane	Gate	Early C19	Renton
	1308620 / 397830	Cross Manor	II	Cross Manor	Cross Passage House	C17	Ringmore Village Centre
	1308624 / 416924	Wychwood	II	Wychwood	Row	Late C18 or early C19	Ringmore Village Centre

Photo	Asset Number / Version Uid	Asset Name	Grade	Address	Monument Type	Display Date	Locality
	1325111 / 358972	Boundary Walls and Gate to Cross Manor	II	Boundary Walls and Gate to Cross Manor	Gate	C19	Ringmore Village Centre
	1325112 / 294825	Barnford	II	Barnford	Cross Passage House	C17 or C18	Ringmore Village Centre
	1325113 / 294826	Journey's End Inn	II	Journey's End Inn	Inn	C18	Ringmore Village Centre
	1392219 / 409659	St Mary's Well	II	St Mary's Well	Holy Well	Built 1860s	Marwell

# Appendix ii: Local Heritage Assets

Photo	Property	Property Details
	Pleasant Cottage	Building dates to before 1841. 1992 Devon County Sites and Monuments register Grid Ref SX 6504 4579. 1841 or earlier, was a Barn converted to a house in 1911.  HER MDV 45032.
	Well Cottage	Building dates to before 1840. Part of old Terrace with well.
	Spring Cottage	Building dates to before 1840. Part of old Terrace with outdoor pump and spring that provides water for well next door.
	Challaborough Cottage	Previously Oldest Pub/Inn in the village complete with cellar and 1st Post Office.
	Parish Room	A Memorial Hall built for and by the Village.






Photo	Property	Property Details
	Store opposite Smugglers	Was possibly a Donkey Store?
	Small store opposite Smugglers	Small store possibly for Manure.
	Drinking Trough opposite Well Cottage	Rare example of this.
	Rocket House	Coast Guard gear including Rocket flares were stored here; part of Captains House.
	Stink Pipe Rectory Lane	Rare rural example of this, discussed Parish Council Meetings 18.03.08 and 17.11.09.








Photo	Property	Property Details
	Butterwell / Storm Drain back of Kachelo	Rare example of this feature.
	3 Stone Boxes, Challaborough Beach	SX 647 440 Devon & Dartmoor HER No / MDV123226 - Late Iron Age
	Occupation Layer, Challaborough Beach	SX 647 449 Devon & Dartmoor HER No / MDV123231 - Late Iron Age
	Ditches, Challaborough Beach	SX 647 449 Devon & Dartmoor HER No / MDV123229 - Late Iron Age to Post Roman
	Enclosure & Quarry?, SW of Noddon Mill	SX 647 463 Devon & Dartmoor HER No / MDV40095 - Prehistoric to 42 AD Monument 1024309
	Enclosure ESE of "Castle Farm"	SX 6534 4626 Monument 1024295 HER MDV 40101
	Single ditched circular enclosure	SX 646 477 Ref PRO15 RHS Website
	Searchlight Battery BXJ32	Monument No 1559837 at Marwell SX 656 472
	Lime Kiln	In Park Dean

Photo	Property	Property Details
	Ringmore Post Box	In boundary wall of Cross Park
	Challaborough Post Box	In boundary wall of house
	End Bohemia	Semi detached ex fisherman's cottage dating back at least two hundred years.
	Triangulation point	50.322429,-3.889719 Field near Seven Stones Cross

# Appendix iii: Local Green Spaces

The following areas and features are designated as Local Green Spaces:

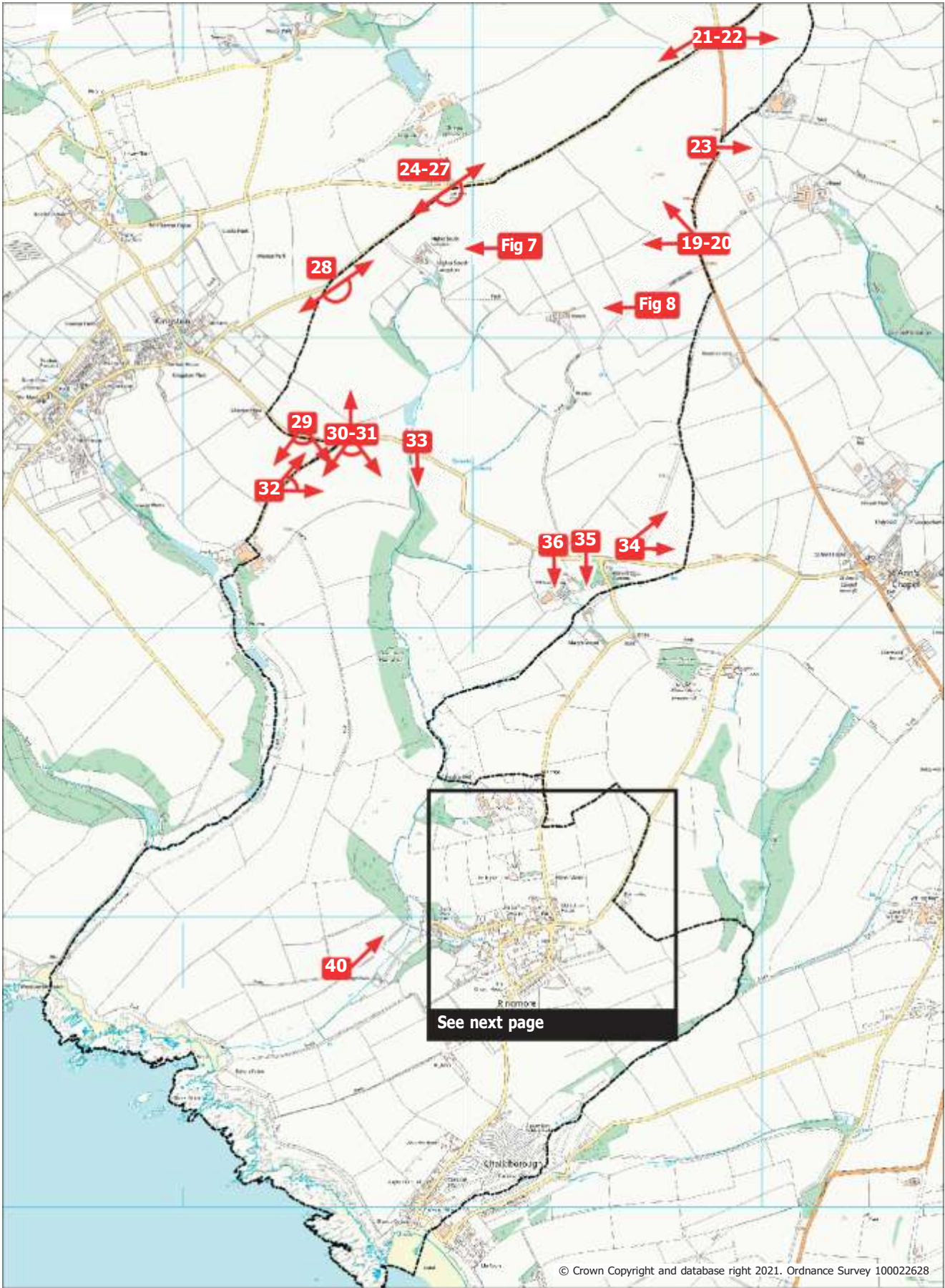
1. The Town Well site at SX 65085 45879 – the well head is listed.
2. The Bowling Green – a ½ acre strip of land centred at SX 65107 45711.
3. The Bus Shelter Green at SX 65262 45963
4. The Challaborough Boat Green at SX 64759 4495

NFF 2019 Paragraph 100 Tests	Close proximity to community	Local significance	Not extensive
Town Well	Yes	Yes	Yes
Bowling Green	Yes	Yes	Yes
Bus Shelter Green	Yes	Yes	Yes
Challaborough Boat Green	Yes	Yes	Yes





# Appendix iv: Views of Ringmore





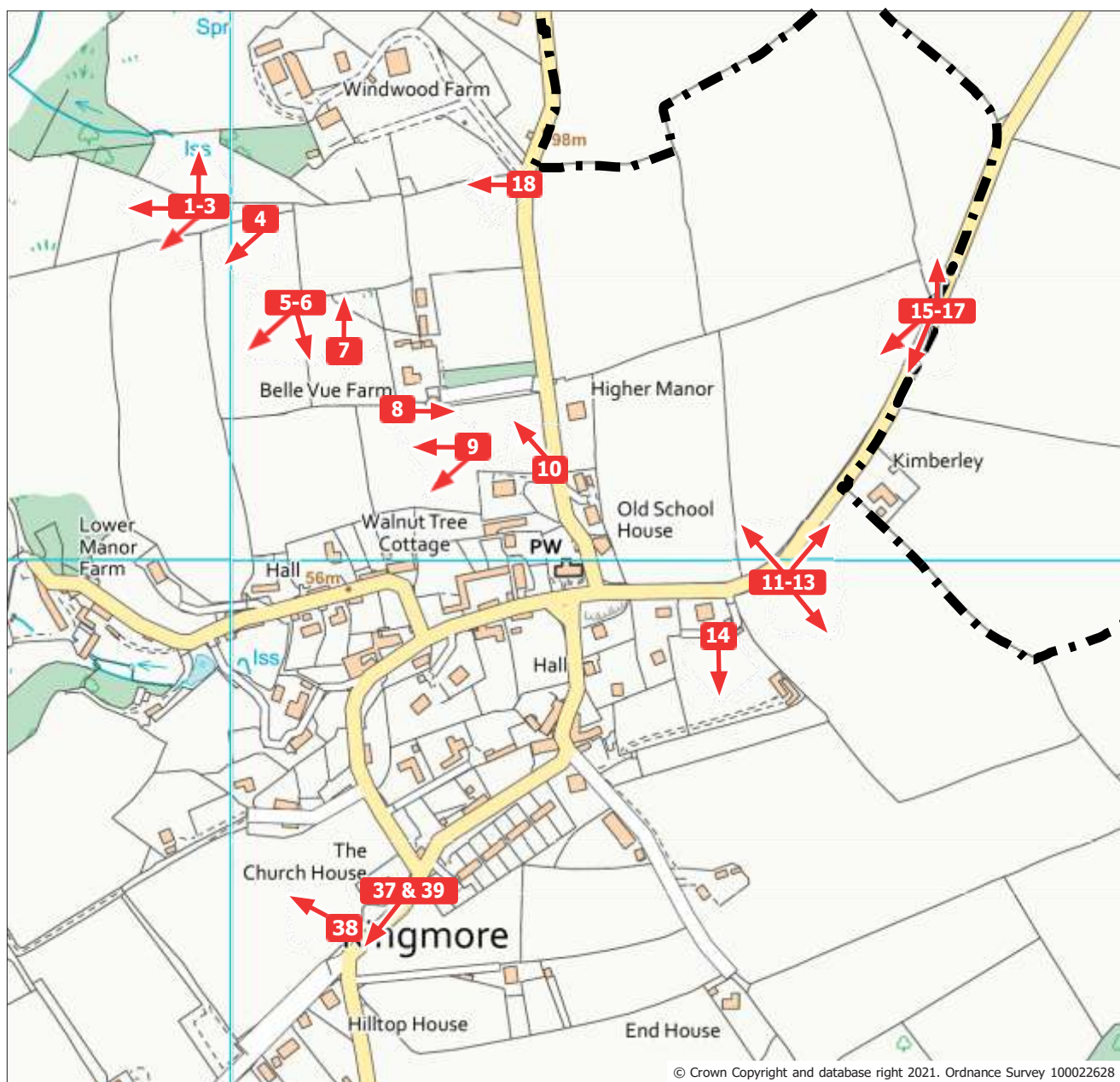


Photo	No	Grid Ref	Road / F'path No	Compass Bearing	Description of viewpoint	Description of View (towards)
	1	SX 64973 46283	FP 3	N 355	FP Gate at hilltop	Up Ayrmer Valley
	2	SX 64973 46283	FP 3	W 280	FP Gate at hilltop	Across Ayrmer Valley
	3	SX 64973 46283	FP 3	SW 225	FP Gate at hilltop	Ayrmer Cove

Photo	No	Grid Ref	Road / F'path No	Compass Bearing	Description of viewpoint	Description of View (towards)
	4	SX 65025 46271	FP 3	SW 230	FP Gate by Boundary Stone	Ayrmer Cove and Village
	5	SX 65057 46208	FP 3	SW 235	FP gate between fields	Ayrmer Cove
	6	SX 65057 46208	FP 3	SSE 130	FP gate between fields	Belle Vue
	7	SX 65094 46164	FP 3	N355	Middle of field	Old Castle
	8	SX 65135 46123	FP 3	E 130	FP gate by corner of Belle Vue	Church & Village
	9	SX 65193 46093	FP 3	WSW 245	Middle of field	Ayrmer Cove
	10	SX 65252 46073	FP 3	NW 305	FP gate by road	Belle Vue
	11	SX 65410 45984	FP26 & Road to St Ann's	NNW 330	Gate nr FP start	Across fields to Upper Manor Bungalow
	12	SX 65410 45984	FP26 & Road to St Ann's	NNE 020	Gate nr FP start	View of DAA night landing site
	13	SX 65410 45984	Road to St Ann's	SE 130	Farm gate by Westbury	Across field towards Bigbury Golf Club
	14	SX 65387 45941	Track	S 180	Track by Westbury	Across field towards Melliker

Photo	No	Grid Ref	Road / F'path No	Compass Bearing	Description of viewpoint	Description of View (towards)
	15	SX 65564 46201	FP26 & Road to St Ann's	SW 245	Farm Gate at top of DDA field	Ayrmer Cove
	16	SX 65564 46201	FP26 & Road to St Ann's	SSW 200	Farm Gate at top of DDA field	Burgh Island
	17	SX 65564 46201	FP26 & Road to St Ann's	N 005	Farm Gate at top of DDA field	(Towards) Telephone mast
	18	SX 65229 46306	Road Church to Marwell	W 235	Farm gate at top of Old Castle	Ayrmer Cove & Toby's point
	19	SX 65779 48290	B3392 + FP1	NW	FP1 start by Tuffland Farm	Trig Point
	20	SX 65779 48291	B3392 + FP2	W	Farm Gate by Tuffland Farm	Across Fields
	21	SX 65854 49032	B3392 at 7 Stones X	E	Entry to Field on S side of road	Across Fields
	22	SX 65854 49032	B3392 at 7 Stones X	SW	Entry to Field on S side of road	Across Fields
	23	SX 65892 48654	FP 1 Gate	E	FP Gate by Road C	Trig Point
	24	SX 64908 48511	Langston Cross	ENE - SW	Entrance to Field	Panorama to S Langston Farm



Photo	No	Grid Ref	Road / F'path No	Compass Bearing	Description of viewpoint	Description of View (towards)
	25	SX 64908 48514	Entrance to Langston Farm	SW	Entrance to FP2	Okenbury
	26	SX 64908 48515	Entrance to Langston Farm	S	Entrance to FP2	Phone Mast
	27	SX 64515 48194	FP2	Panorama	From FP2 nr road parish boundary	180 panorama across Ringmore fields
	28	SX 64424 47660	Kingston to Marwell Rd	Panorama S	From bank by Road	270 degree Panorama
	29	SX 64531 47631	Jct to Okenbury	Panorama N	Farm gate	S. Langston
	30	SX 64531 47631	Jct to Okenbury	Panorama SE-SW	Farm gate	Okenbury Plantation
	31	SX 64306 47448	FP5	Panorama ENE	on FP5	Okenbury Farm
	32	SX 64807 47594	Kingston to Marwell Rd	S	opening to field by road	fields with Okenbury Plantation on Rt
	33	SX 65328 47237	Kingston to Marwell Rd	S	opening to field by road	Marwell House
	34	SX 65541 47232	Blackberry Lane Jct	ENE	Entrance to field	St Ann's Chapel
	35	SX 65327 47240	Renton Lane jct	S	opening to field by road	Old Castle & Ringmore Village
	36	SX 65106 45719	Entrance to "Helens Field"	WNW	Farm Gate on Bowling Green	Helens Field & Pleasant Cottage

Photo	No	Grid Ref	Road / F'path No	Compass Bearing	Description of viewpoint	Description of View (towards)
	37	SX 65123 45709	Opposite "Helens Field"	SSW	Farm Gate on road	View towards Folly Farm
	38	SX 64709 44918	SW Coast Path FP15		FP 15 nr mast Challaborough	View of Boat Park and land above to NT
	39	SX 64733 44933	SW Coast Path FP15		Entrance to Boat Park	View of Boat Park
	40	SX 64541 45781	9	NE	From Footpath 9	View of hillside above Lower Manor farm
	Fig 7	SX 65158 48298	FP16	W	Half way along FP16	South Langston Farm
	Fig 8	SX 65546 48098	Renton Lane	W	from roadway	Renton Farmhouse

# Appendix v

## List of Primary Evidence

NPPF (2019), Plymouth & SW Devon Joint Local Plan (2019) and SPD (2020)

<https://plymswdevonplan.co.uk/policy> and  
<https://www.plymouth.gov.uk/sites/default/files/JLPSPD2020FINAL.pdf>

The following documents can be found on the Ringmore Parish Council Website under Neighbourhood Plan and in the Consultation Statement: -

- Preliminary opinion gathering survey 01-10-17.  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/Neighbourhood%20Plan%20Initial%20Opinions%20%20Newsletter%2001-10-17.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/Neighbourhood%20Plan%20Initial%20Opinions%20%20Newsletter%2001-10-17.pdf)
- Blank Parish Questionnaire and Housing Needs Survey May 2018  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/Blank%20Questionnaire%20and%20HNS.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/Blank%20Questionnaire%20and%20HNS.pdf)
- Ringmore Parish Questionnaire and HNS report by Devon Communities Together.  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/C.%20Ringmore%20NP%20Questionnaire%20Report%20Aug%202018.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/C.%20Ringmore%20NP%20Questionnaire%20Report%20Aug%202018.pdf)
- Housing Needs Survey extract from DCT report. [www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/D.%20Housing%20Needs%20Survey%20Extract%20from%20DCT%20Ringmore%20NP%20Questionnaire%20%20report%20Aug%202018.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/D.%20Housing%20Needs%20Survey%20Extract%20from%20DCT%20Ringmore%20NP%20Questionnaire%20%20report%20Aug%202018.pdf)
- Results of initial parish consultation August Bank Holiday Monday 28-08-2017  
[ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/Results%20of%20the%20initial%20village%20consultation%20August%20Bank%20Holiday%20Monday%2028.pdf](http://ringmoreparishcouncil.gov.uk/_UserFiles/Files/Results%20of%20the%20initial%20village%20consultation%20August%20Bank%20Holiday%20Monday%2028.pdf)

Records of meetings and consultations with both parishioners and businesses can be found on the website and in the Consultation Statement.

In addition, items used as supporting evidence to the text and policies can be found at the end of each chapter of the report.

The steering group also accessed many reports as background information which added to their all-round understanding, available on the website are: -

- Devon Wildlife and Geology Planning Guidance  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/Devon%20Wildlife%20and%20Geology%20Planning%20Guidance%20-%20Information%20for%20consultants.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/Devon%20Wildlife%20and%20Geology%20Planning%20Guidance%20-%20Information%20for%20consultants.pdf)
- Domesday Book extract p13 of "Reedy Moor" a publication by the Ringmore Historical Society  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/Domesday%20Book%20extract%20p13%20Reedy%20Moor.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/Domesday%20Book%20extract%20p13%20Reedy%20Moor.pdf)
- National Trust report on Biodiversity in Ringmore Parish  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/National%20trust%20Report%20on%20Bio%20Diversit%20in%20Ringmore%20Parish.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/National%20trust%20Report%20on%20Bio%20Diversit%20in%20Ringmore%20Parish.pdf)
- South Devon Heritage Coast  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/South%20Devon%20Heritage%20Coast.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/South%20Devon%20Heritage%20Coast.pdf)



- South Hams Special Area of Conservation for Greater Horseshoe Bats  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/South%20Hams%20Special%20Area%20of%20Conservation%20Greater%20Horseshoe%20Bats.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/South%20Hams%20Special%20Area%20of%20Conservation%20Greater%20Horseshoe%20Bats.pdf)
- South Hams & West Devon Village Sustainability Assessment Framework  
[www.plymouth.gov.uk/sites/default/files/SustainableVillagesAssessment.pdf](http://www.plymouth.gov.uk/sites/default/files/SustainableVillagesAssessment.pdf)
- South Devon & Dorset Shoreline Management Plan review  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/SouthDevonDorsetShorelineManagementPlanReview\\_0.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/SouthDevonDorsetShorelineManagementPlanReview_0.pdf)
- Warren Point to Challaborough West Policy Statement  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/SouthDevonDorsetShorelineManagementPlanReview\\_0.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/SouthDevonDorsetShorelineManagementPlanReview_0.pdf)
- Wildlife and Development Guidance Note – Cirl Bunting  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/wildlife-and-development-guidance-note---cirl-bunting-october-2017-35%20ALL.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/wildlife-and-development-guidance-note---cirl-bunting-october-2017-35%20ALL.pdf)
- Cirl Bunting Map with Key  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/Cirl%20Bunting%20Map%20with%20Key.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/Cirl%20Bunting%20Map%20with%20Key.pdf)
- Cirl Bunting Map (Parish Only)  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/Cirl%20Bunting.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/Cirl%20Bunting.pdf)
- Horse Shoe Bats map  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/From%20link%20in%20SH%20Horseshoe%20Bats%20map.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/From%20link%20in%20SH%20Horseshoe%20Bats%20map.pdf)

Other Useful reports (links to these can be found on the website)

- Landscape Character assessment of the South Hams  
[www.southhams.gov.uk/article/4940/Landscape-Character-Assessment](http://www.southhams.gov.uk/article/4940/Landscape-Character-Assessment)
- South Hams Demographics  
[www.nomisweb.co.uk/reports/lmp/la/1946157362/report.aspx](http://www.nomisweb.co.uk/reports/lmp/la/1946157362/report.aspx)
- CPRE's Guide to Quiet Lanes  
[www.cpre.org.uk/resources/cpres-guide-to-quiet-lanes](http://www.cpre.org.uk/resources/cpres-guide-to-quiet-lanes)
- Devon Economic Indicators 2019. [www.devonomics.info/overview](http://www.devonomics.info/overview)
- Employment Breakdown Devon. [www.nomisweb.co.uk/articles/news/files/UKBusinessCoverage](http://www.nomisweb.co.uk/articles/news/files/UKBusinessCoverage)
- Dark Skies and Lighting Standards  
[www.theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2020](http://www.theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2020)  
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[www.westlothian.gov.uk/media/2469/SPG-Controlling-light-pollution/pdf/SPG-lighting.pdf](http://www.westlothian.gov.uk/media/2469/SPG-Controlling-light-pollution/pdf/SPG-lighting.pdf)
- Flood Water maps  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/Flood%20map-%20Environment%20Agency%2021-11-17.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/Flood%20map-%20Environment%20Agency%2021-11-17.pdf)  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/Flooding%20surface%20water%20-%20environment%20agency.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/Flooding%20surface%20water%20-%20environment%20agency.pdf)
- Agricultural Land Classification  
[www.ringmoreparishcouncil.gov.uk/\\_UserFiles/Files/Ringmore%20agricultural%20land%20clasification.pdf](http://www.ringmoreparishcouncil.gov.uk/_UserFiles/Files/Ringmore%20agricultural%20land%20clasification.pdf)

## References (these can be found listed at the end of each relevant chapter)

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# 18. Glossary

Term	Description
<b>Affordable Housing / Properties</b>	As defined in the NPPF and JLP ie. properties which meet the criteria required as social housing and managed by a Housing Association or similar and offered to persons registered on the SHDC housing list for that purpose under the stated conditions.
<b>AONB - Area of Outstanding Natural Beauty</b>	Nationally designated area accorded the highest status of protection in relation to landscape and scenic beauty. In this plan any reference to AONB means the South Hams AONB unless otherwise specified.
<b>Biodiversity</b>	Includes all species of plants and animals, their genetic variation and the ecosystems of which they are a part.
<b>Biodiversity Action Plan</b>	Statutory list of species (incl Birds) identified as being the most threatened and requiring conservation action via Section 41 of the Natural Environment and Rural Communities Act 2006 (England).
<b>Character Assessment</b>	Is a document that describes the distinct appearance and feel of a settlement or an area. It communicates the key physical features and characteristics that combine to give a settlement or an area its local distinctiveness and unique identity.
<b>Church</b>	The management of The Church of England and/or its parish church of All Hallows in Ringmore Village
<b>Conservation Area</b>	An area of special architectural or historic interest, the character or appearance of which is protected by law (Section 69 of the 1990 Planning (Listed Buildings and Conservation Areas) Act). This is up to date as at 15th March 2019 and includes the Ringmore Conservation Area.
<b>Conservation Area Character Appraisal</b>	Defines the Conservation Area boundaries and details the special architectural and historic interest of the area. It also identifies specific features which contribute towards an area's character.
<b>Dark Skies</b>	An area where there is little or no transmitted artificial light from buildings or outside lighting allowing a clear view of the sky.
<b>DCT - Devon Communities Together</b>	A body based in Exeter providing advice to small local organisations. Including their subsidiary Catalyst – independent consultants for NDP's
<b>Devon Air Ambulance</b>	A public charity providing helicopter ambulance services to the most urgent and remote places in Devon
<b>Devon Banks or Hedges</b>	Normally line the roads and fields in the area and are built of a hard stone or shillet base perhaps 60cm high with a hedge planted on top which regularly also infiltrates the sides of the bank. They are a protected item.
<b>Grade Listed</b>	A category of Listed Building

Term	Description
<b>Heritage Asset</b>	<p>A building, monument, site, place, object etc. identified as being significant and thereby meriting consideration in planning decisions (but which is not formally designated as a listed site or building).</p> <p><i>Definition extract from the National Planning Framework February 2019 and JLP DEV 21.3 (SPD).</i></p>
<b>HLS</b>	High Level Stewardship is for farmers to undertake environmental management schemes which offer "significant benefits" to high-priority areas
<b>Holiday - meaning of the term "holiday" for the purposes of this Plan</b>	<p>It is an absolute requirement that occupants of holiday accommodation must demonstrate that they have a full-time, permanent residence elsewhere.</p> <p>Occupants of holiday accommodation would not normally be expected to:</p> <ul style="list-style-type: none"> <li>• Be registered as an elector in the parish or adjoining parishes.</li> <li>• Commute to and from work every day.</li> <li>• Have regular mail delivered to a caravan or other form of holiday accommodation</li> <li>• Appear on the Electoral Roll with a holiday park or other form of holiday accommodation as an address.</li> <li>• Have children leave the holiday accommodation each day to attend school.</li> <li>• Be registered with a local GP (unless they have demonstrable health issues that would make this temporarily necessary)</li> </ul>
<b>JLP - Joint Local Plan</b>	The Plymouth and South West Devon Joint Local Plan March 2019 and associated documents.
<b>Listed Building/ Asset</b>	<p>A building formally listed by English Heritage. A building, monument, site, place, object etc. identified as being significant and thereby meriting consideration in planning decisions because of their heritage interest.</p> <p><i>Definition extract from the National Planning Framework February 2019.</i></p>
<b>Local and Local Need</b>	A person Living and/or working within the parish or the adjoining parishes of Bigbury and Kingston for a minimum of three full years out of the last five or Living within the parish or Bigbury or Kingston parish for at least eight of the first 16 years of their life.
<b>Manor</b>	Historic ownership of the land in and around Ringmore Village prior to 1907.
<b>Mitigation</b>	Measures that are put in place to reduce or minimise the impact of a proposed action.
<b>NDP - Neighbourhood Development Plan</b>	Neighbourhood planning introduced in 2011 through the Localism Act. Sometimes abbreviated to Neighbourhood Plan.
<b>NP - Neighbourhood Plan</b>	An abbreviated form meaning a Neighbourhood Development Plan.



<b>Term</b>	<b>Description</b>
<b>NPPF - National Planning Policy Framework</b>	Document sets out the government's planning policies for England and how they are expected to be applied and was published February 2019 together with related documents.
<b>NPPG - National Planning Practice Guidance</b>	A web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014. Associated with the NPPF above.
<b>NT - National Trust</b>	The National Trust of England, Wales, and N. Ireland. A charity committed to maintaining certain natural landscapes and heritage buildings.
<b>Pinch Points</b>	The entrance to areas of roads where cars travelling in opposite directions cannot pass one another. i.e., Single track.
<b>Protected Views/ Vistas</b>	Views or Vistas important to the character of an area given protection under planning regulations
<b>Quiet Lanes</b>	An area of traffic calming, and regulation as described in The Quiet Lanes and Home Zones (England) Regulations 2006
<b>Ringmore Development Boundary</b>	The boundary which defines that part of certain settlements within which the principle of residential development will usually be acceptable subject to compliance with policies in this Neighbourhood Development Plan and other material considerations. This is defined on SHDC website for Ringmore. See Fig 6 page 21.
<b>Ringmore Neighbourhood Plan Questionnaire</b>	A house-to-house written survey delivered to every household in the parish, largely composed by DCT. Residents responses sent direct to DCT by prepaid mail. The report of this exercise is the Ringmore Neighbourhood Plan Community Survey Report which is available on the Parish Council Website <a href="http://www.ringmoreparishcouncil.gov.uk">www.ringmoreparishcouncil.gov.uk</a>
<b>RNDP</b>	The Ringmore Neighbourhood Development Plan.
<b>RNPSG</b>	The Ringmore Neighbourhood Plan Steering Group.
<b>Settlement</b>	Collective term for a town, village, or hamlet.
<b>Settlement Boundary</b>	The area on the Proposal Map within which new building is allowed subject to the requirements and policies of the JLP and this NDP.
<b>SHDC</b>	South Hams District Council. The local authority, including the local planning authority
<b>SPD</b>	The Plymouth and SW Devon Joint Local Plan Supplementary Planning Document.
<b>Sustainable Settlement</b>	Those hamlets and villages named in the JLP as meeting the criteria of the NPPF and JLP as being sustainable.
<b>St Ann's Chapel</b>	A large hamlet located within the neighbouring parish of Bigbury approximately 1 mile from Ringmore Church.
<b>Undeveloped Coast</b>	A local designation in the Plymouth and SW Devon Joint Local Plan whose prime objective is to safeguard unspoilt stretches of the coastline.

