

Strategic Environmental Assessment for the Bigbury Neighbourhood Plan

Environmental Report to accompany the Submission
Version of the Neighbourhood Plan

Bigbury Neighbourhood Plan Steering Group

July 2019

Quality information

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Revision History

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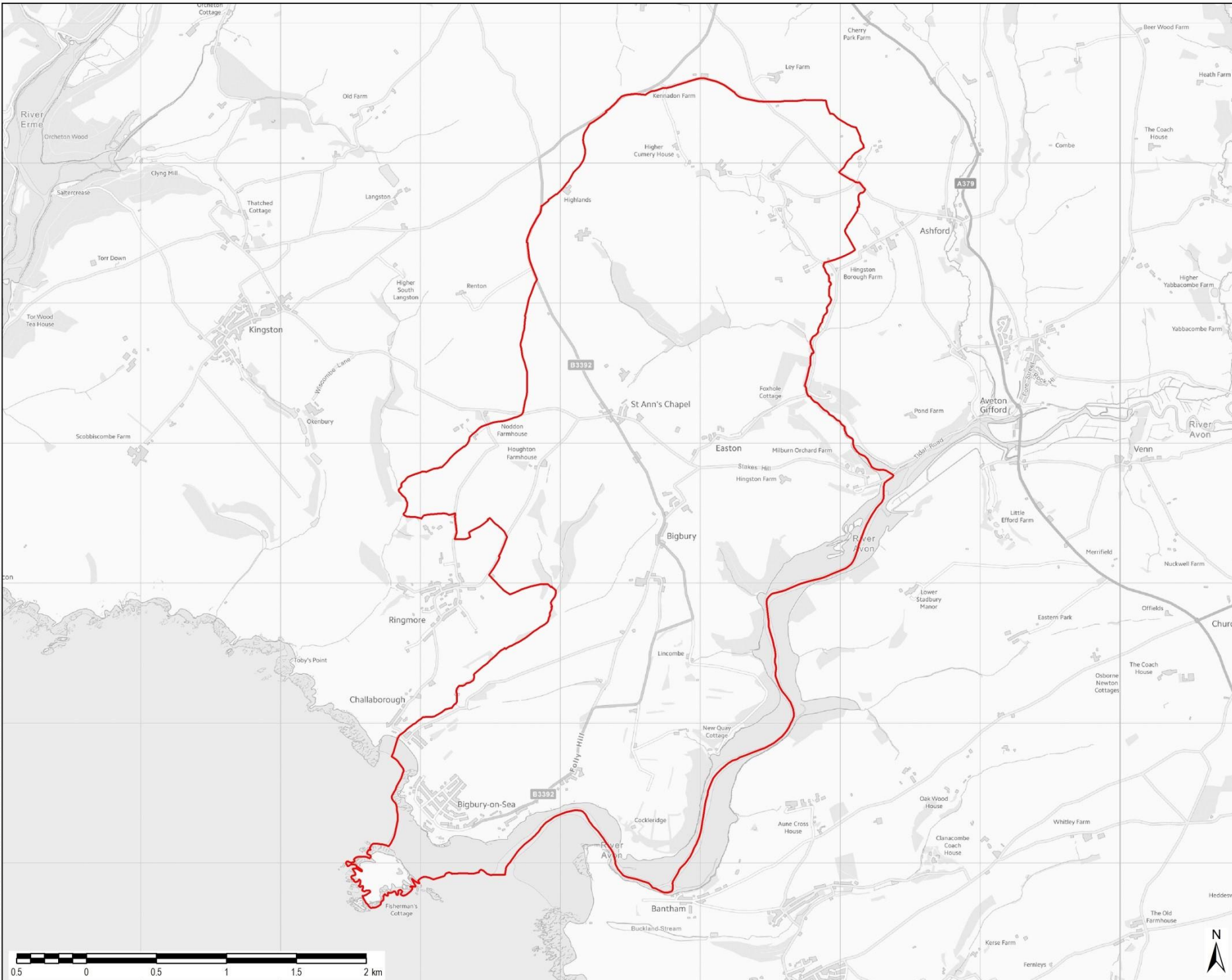
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LEGEND

 Bigbury Neighbourhood Plan Area



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Purpose of Issue
DRAFT

Client
BIGBURY PARISH NEIGHBOURHOOD PLAN STEERING GROUP

Project Title
STRATEGIC ENVIRONMENTAL ASSESSMENT FOR THE BIGBURY NEIGHBOURHOOD PLAN

Drawing Title
BIGBURY NEIGHBOURHOOD PLAN AREA

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Non-Technical Summary

What is Strategic Environmental Assessment?

A strategic environmental assessment (SEA) has been undertaken to inform the Bigbury Neighbourhood Plan. This process is required by the SEA Regulations.

Neighbourhood Plan groups use SEA to assess Neighbourhood Plans against a set of sustainability objectives developed in consultation with interested parties. The purpose of the assessment is to avoid adverse environmental and socio-economic effects through the Neighbourhood Plan, and identify opportunities to improve the environmental quality of the area covered by the Neighbourhood Plan and the quality of life of residents.

What is the Bigbury Neighbourhood Plan?

The Bigbury Neighbourhood Plan presents a plan for the administrative area of Bigbury Parish for the period to 2038. Prepared to be in conformity with the Plymouth and South West Devon Joint Local Plan, it sets out a vision and a range of policies for the Neighbourhood Plan area. These relate to a range of topics, including, but not limited to, landscape and villagescape character, the quality of life of residents, tourism and the protection and enhancement of the environment.

The Bigbury Neighbourhood Plan has been the subject of consultation under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012 and amendments have been made to the Plan, to address the comments which were received. The Neighbourhood Plan is now being formally submitted to South Hams District Council (SHDC) under Regulation 15 for assessment for compliance with regulations and legislation.

Purpose of this Environmental Report

This Environmental Report, which accompanies the Submission version of the Neighbourhood Plan, is the latest document to be produced as part of the SEA process. The first document was the SEA Scoping Report (March 2018), which includes information about the Neighbourhood Plan area's environment and community. The second document was the Environmental Report accompanying Regulation 14 consultation on the Neighbourhood Plan (September 2018).

The purpose of this Environmental Report is to:

- Identify, describe and evaluate the likely significant effects of the Bigbury Neighbourhood Plan and alternatives; and
- Provide an opportunity for consultees to offer views on any aspect of the SEA process which has been carried out to date.

The Environmental Report contains:

- An outline of the contents and main objectives of the Neighbourhood Plan and its relationship with other relevant policies, plans and programmes;
- Relevant aspects of the current and future state of the environment and key sustainability issues;
- The SEA Framework of objectives against which the Neighbourhood Plan has been assessed;
- The appraisal of alternative approaches for the Neighbourhood Plan;
- The likely significant environmental effects of the Neighbourhood Plan;

- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects as a result of the Neighbourhood Plan; and
- The next steps for the Neighbourhood Plan and accompanying SEA process.

Assessment of reasonable alternatives for the Bigbury Neighbourhood Plan

The Bigbury Neighbourhood Plan has been prepared to be in general conformity with the Plymouth and South West Devon Joint Local Plan (JLP), which covers the time period up until the year 2034.

The initial submission version of the JLP provided an indicative housing number for the Neighbourhood Plan area, stating that the village of St Ann's Chapel has the potential to accommodate around ten extra dwellings over the plan period, in order to limit the potential impact on the sensitive South Devon AONB landscape. Following examination on the JLP, this number has now been withdrawn. The JLP also does not identify sites for development within St Ann's Chapel, but takes an approach which aims to enable development to come forward in this village.

To support the development of an appropriate development strategy, the Neighbourhood Plan Steering Group was keen to consider alternative locations for delivering housing in the parish. In light of this, the Neighbourhood Plan Steering Group considered where in the parish such development should go.

St Ann's Chapel is now considered by South Hams District Council (SHDC) and by the local community to be the most appropriate settlement for development within the parish. This was given that St Ann's Chapel is identified as the only 'sustainable village' within the Neighbourhood Plan area in the JLP. However, it is noted that its sustainability cannot be considered high as it does not have any educational or health facilities and does not have a regular bus service.

St Ann's Chapel has seen some limited growth during the last few years with seven new private dwellings built close to The Pickwick Inn and Holywell Stores. It is also the location of most of the affordable housing provision in the parish.

Assessment of housing sites for allocation through the Bigbury Neighbourhood Plan

The Steering Group initially looked at all the sites which had come forward following South Hams Council's 'Call for Sites'. These included six around St Ann's Chapel, two either side of Houghton Farmhouse, two on the outskirts of Bigbury Village, two on the outskirts of Bigbury on Sea and one at Challaborough.

St Ann's Chapel is identified as the only 'sustainable village' within the Neighbourhood Plan area in the JLP. As such, all sites, other than those around St Ann's Chapel, were considered unsuitable, and not appropriate to consider as reasonable alternatives through the SEA process.

The six sites therefore considered by the Neighbourhood Plan Steering Group as potential locations for housing allocations to be taken forward for the purposes of the Neighbourhood Plan are as follows:

- A) Part field behind Bigbury Memorial Hall
- B) Fields 5227 and 6131 Chapel Farm
- C) Holwell Farm 1
- D) Holwell Farm 2
- E) Field 2078 Chapel Farm
- F) Land at St Ann's Chapel, Bigbury

Site F, however, has recently obtained planning permission and therefore is no longer considered appropriate as a reasonable alternative to be considered through the SEA process. For this reason, only sites A-E have been assessed through the SEA process.

To support the consideration of the suitability of these sites, the SEA process has undertaken an appraisal of the key environmental constraints present at each of the five sites and potential effects that may arise as a result of housing development at these locations. The findings of the appraisal are presented in Chapter 4 of this Environmental Report.

A summary of the appraisal findings is presented below:

Table NTS1: Summary of SEA site appraisal findings

Site	Biodiversity	Climate change	Landscape and historic environment	Land, soil and water resources	Population and community	Health and wellbeing	Transportation
Site A: Part Field behind Bigbury Memorial Hall	Blue	Blue	Red	Blue	Blue	Green	Red
Site B: Fields 5227 and 6131 Chapel Farm	Blue	Blue	Red	Blue	Blue	Green	Red
Site C: Holwell Farm 1	Yellow	Blue	Red	Blue	Blue	Green	Red
Site D: Holwell Farm 2	Yellow	Blue	Red	Blue	Blue	Green	Red
Site E: Field 2078 Chapel Farm	Blue	Blue	Red	Red	Blue	Green	Red

Key	
Likely adverse effect (without mitigation measures)	Likely positive effect
Neutral/no effect	Uncertain effects

Choice of sites taken forward for the Neighbourhood Plan

The Bigbury Neighbourhood Plan allocates one site for housing, on the site to the rear of Holywell Stores. This coincides with a section of Site C (Part of Holwell Farm 1) and is for circa 10 dwellings.

The Steering Group considered that part of this site was the preferred site for development for several reasons. In addition to helping support the vitality of the parish and the delivery of housing for local needs, the development of the site would provide access from the B3392 to the north of St Ann's Chapel therefore avoiding the St Ann's junction for vehicles travelling north. Additionally, in terms of ecological considerations, the Devon hedge bank is lower, less well formed and not rich in species in this location, and is also set slightly further back from the road reducing adverse effects on the habitat and any connectivity that may be provided.

The Steering Group also considered that development of this site would protect the views from other properties, given the land drops away to the rear of the Holywell Stores. A development in this location would not unduly harm the views from existing properties along the B3392 and there is good screening between this site and Hilltop which is located on the other side of the track leading to the Holwell Farm. The Steering Group identify that the development on this site would therefore fit in well with the landscape seen against the backdrop of the hilltop development and as it would be set at a lower level it would not be too prominent on the skyline.

Finally, a main advantage of the site is that pedestrian access from this development could be provided along the track leading to Holwell Farm. This would provide easy and safe access to The Holywell Stores, to the Memorial Hall and to the school bus stop.

Appraisal of alternatives for the use of housing in the Bigbury Neighbourhood Plan area

Following consultation with the local community, a further element in which the Neighbourhood Group was keen to explore was the issue of permanent and second homes and holiday letting. To consider this issue in more detail, and provide further sustainability context, the SEA process appraised two options, as follows:

- **Option A:** Introduce a policy through the Neighbourhood Plan which seeks to restrain second home ownership and holiday rentals in the Neighbourhood Plan area through introducing restrictions on the use of new housing; and
- **Option B:** Do not introduce restrictions on the use of new housing in the Neighbourhood Plan area.

The appraisal findings relating the assessment of the above three sets of options are presented in Chapter 4 of this Environmental Report.

Assessment of the current version of the Bigbury Neighbourhood Plan

The current version of the Bigbury Neighbourhood Plan presents 29 planning policies for guiding development in the Bigbury area.

Utilising the SEA Framework of objectives and assessment questions developed during the earlier scoping stage of the SEA, the SEA process has assessed the policies put forward through the current version of the Neighbourhood Plan. The Environmental Report has presented the findings of the assessment under the following seven sustainability themes:

- Biodiversity;
- Climate change;
- Landscape and historic environment
- Land, soil and water resources
- Population and community;
- Health and wellbeing; and
- Transportation.

The assessment has concluded that the Submission version of the Bigbury Neighbourhood Plan is likely to lead to significant positive effects in relation to the 'population and community' and 'health and wellbeing' SEA themes. These benefits largely relate to the Neighbourhood Plan's focus on enhancing the quality of life of residents and accessibility, including through improving the availability and affordability of new housing, encouraging access to community services, facilities and the natural environment, and supporting economic vitality.

The Neighbourhood Plan has a strong focus on maintaining and enhancing the rural nature of the parish, and protecting its heritage and landscape character. Focus is placed on maintaining and enhancing the character of the AONB, the Heritage Coast and their settings, while also ensuring that future change (including the allocation proposed through the Neighbourhood Plan) does not adversely affect the landscape character and historic environment of the Neighbourhood Plan area. The policies of the Neighbourhood Plan are therefore expected to result in a range of positive effects in relation to the 'landscape and historic environment' theme. Through supporting the protection of designated biodiversity sites, and through seeking to enhance habitats, species and ecological networks in the parish, long-term positive effects are also expected to be delivered in relation to 'biodiversity' theme.

Uncertain minor positive effects are anticipated for the 'transportation' theme. While the Neighbourhood Plan delivers a strong policy framework in relation to this theme, the key existing issues for the parish relating to the existing road network and public transport provision are unlikely to be significantly addressed. This is due to these issues largely being outside the scope of the Neighbourhood Plan to address.

The Neighbourhood Plan is expected to lead to uncertain effects in relation to the 'land, soil and water' theme given the potential loss of best and most versatile agricultural land. Neutral effects are predicted for climate change; recognising that there is relatively limited potential for the Neighbourhood Plan to significantly affect this topic.

Next steps

The Bigbury Neighbourhood Plan and this Environmental Report have been submitted to South Hams District Council for subsequent Independent Examination. At Independent Examination, the Neighbourhood Plan will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with the Plymouth and South West Devon Joint Local Plan.

If the subsequent Independent Examination is favourable, Bigbury Neighbourhood Plan will be subject to a referendum, organised by South Hams District Council. If more than 50% of those who vote agree with the Neighbourhood Plan, then it will be 'made'. Once made, the Bigbury Neighbourhood Plan will become part of the development plan for Bigbury Parish.

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1. Introduction

Background

- 1.1 AECOM has been commissioned to undertake an independent Strategic Environmental Assessment (SEA) in support of the emerging Bigbury Neighbourhood Plan.
- 1.2 The Bigbury Neighbourhood Plan has been prepared as a Neighbourhood Development Plan under the Localism Act 2012. The Neighbourhood Plan area, which includes the administrative area of Bigbury Parish (Figure 1.1), has been prepared in the context of the Plymouth and South West Devon Joint Local Plan.
- 1.3 Key information relating to the Bigbury Neighbourhood Plan is presented in Table 1.1.

Table 1.1: Key facts relating to the Bigbury Neighbourhood Plan

Name of Qualifying Body	Bigbury Parish Council
Title of Plan	Bigbury Neighbourhood Plan
Subject	Neighbourhood Planning
Purpose	<p>The Bigbury Neighbourhood Plan is being prepared as a Neighbourhood Development Plan under the Localism Act 2011 and Neighbourhood Planning (General) Regulations 2012. The plan will be in general conformity with the Plymouth and South West Devon Joint Local Plan.</p> <p>The emerging Bigbury Neighbourhood Plan will be used to guide and shape development within the Bigbury Neighbourhood Plan area.</p>
Timescale	To 2038
Area covered by the plan	The Neighbourhood Plan area covers the parish of Bigbury in Devon (Figure 1.1).
Summary of content	The Bigbury Neighbourhood Plan will set out a vision, strategy and range of policies for the Neighbourhood Plan area.
Plan contact point	<p>Valerie Scott, Chair of the Bigbury Neighbourhood Plan Steering Group</p> <p>Email: valeriescott@bigbury.net</p>

2. Local Plan context and vision for the Bigbury Neighbourhood Plan

Local Plan context for the Bigbury Neighbourhood Plan

- 2.1 The Bigbury Neighbourhood Plan is being prepared in the context of the Plymouth and South West Devon Joint Local Plan (JLP), which covers the time period up until the year 2034. The JLP sets out the overarching strategy for the area, setting out where development will take place, what areas should be protected and how the area will change. It brings together previous work that had been carried out by the three councils on South Hams 'Our Plan', West Devon's 'Our Plan' and the Plymouth Plan⁴.
- 2.2 The JLP outlines a spatial strategy for Plymouth and South West Devon through setting out provisions for the Plymouth Policy Area and the Thriving Towns and Villages Policy Area. The settlement of St Ann's Chapel is recognised as a 'sustainable village' within Bigbury Parish.
- 2.3 Strategic Objective SO9 within the JLP aims to enable the development of new homes, jobs and community infrastructure sufficient to meet the local needs of the sustainable villages identified within the areas covered in the JLP, including St Ann's Chapel. Policy TTV30 supports this strategic objective, aiming to empower local residents to create strong and sustainable communities, with the preparation of Neighbourhood Plans as a means of identifying local development needs within the villages.
- 2.4 The JLP indicates that in total, the 'sustainable villages' within the Thriving Towns and Villages Policy Area have the potential to deliver 720 new dwellings over the lifetime of the plan. Given St Ann's Chapel is recognised as the only 'sustainable village' within Bigbury Parish, the submission version of the JLP suggested that Neighbourhood Plan area has the potential to accommodate circa 10 additional dwellings over the plan period. However, following examination, this number has been withdrawn from the JLP.
- 2.5 The adopted JLP also does not identify sites for development within the villages defined as 'sustainable villages', including St Ann's Chapel, but takes an approach which aims to enable development to come forward in these villages which reflects their sustainability. Through this approach, it seeks to achieve a balance so that development maintains and improves the viability of the villages whilst also being of an appropriate scale – respecting their character and in particular, any landscape designations such as Areas of Outstanding Natural Beauty (AONB).

Vision for the Bigbury Neighbourhood Plan

- 2.6 Developed in the earlier stages of the preparation of the plan by the Bigbury Neighbourhood Plan Steering Group, the vision for the Neighbourhood Plan is as follows:

'To conserve and enhance the unique and special character of our rural and coastal community retaining its heritage significance and its outstanding natural beauty, whilst considering sensitive enhancements for the benefit of residents and visitors.'

- 2.7 The following thirteen objectives have been developed in order to help achieve the vision of the Neighbourhood Plan:
 - To conserve and enhance the outstanding natural beauty of the countryside, coastline, beaches and the Avon estuary.

- To conserve and enhance the designated and non-designated I heritage assets within the parish.
- To conserve and enhance existing woodlands, trees, hedgerows, Devon banks, green spaces and other important features of our natural landscape which are important to the overall environment and have important biodiversity value.
- To support the agricultural economy of the parish and to encourage environment friendly farming methods which support biodiversity and which retain existing field boundaries and hedgerows
- To conserve and enhance the biodiversity value of the area and to protect and enhance the Green Infrastructure of the parish.
- To restrict new housing development to that which is essential to meeting local needs and only on sites within the existing village settlement boundaries or on the allocated site at St Ann's Chapel.
- To maintain the vitality and viability of existing villages within the parish by retaining existing and encouraging new community facilities.
- To promote a healthy and socially inclusive community by maintaining and enhancing our open space, recreation, leisure and sporting facilities.
- To retain existing and provide new tourist facilities, if appropriate, ensuring that any new facilities are provided in a manner which preserves the beauty and unspoilt nature of the countryside, the coastline and the beaches.
- To retain existing employment uses and to provide new facilities for local employment, providing this does not cause harm to the AONB and is in a sustainable location.
- Any development should be of high quality and sympathetic to the character of the local area.
- To retain the existing network of local roads and footpaths and encourage the provision of new footpaths, bridleways and cycle ways to provide better access to the countryside and increased safety for pedestrians, cyclists and horseriders.
- To seek opportunities for improving infrastructure to make the parish more sustainable.

3. The scope of the SEA

SEA Scoping Report

- 3.1 The SEA Regulations require that: *“When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies”*. In England, the consultation bodies are Natural England, the Environment Agency and Historic England¹. These authorities were consulted on the scope of the Bigbury Neighbourhood Plan SEA in March 2018.
- 3.2 The purpose of scoping was to outline the ‘scope’ of the SEA through setting out:
- A context review of the key environmental and sustainability objectives of national, regional and local plans and strategies relevant to the Neighbourhood Plan;
 - Baseline data against which the Neighbourhood Plan can be assessed;
 - The key sustainability issues for the Neighbourhood Plan; and
 - An ‘SEA Framework’ of objectives against which the Neighbourhood Plan can be assessed.
- 3.3 Baseline information (including the context review and baseline data) is presented in **Appendix A**.
- 3.4 Comments received on the Scoping Report, and how they have been considered and addressed, are presented in **Table 3.1**

Table 3.1 Consultation responses received on the SEA Scoping Report

Consultation response	How the response was considered and addressed
Natural England Corine Dyke, Lead Adviser, Sustainable Development Team	
We welcome the SEA scoping report for the Bigbury Neighbourhood Plan. We would like to make the following comments.	Comment noted.
Part of the Bigbury parish falls within the Zone of Influence which is related to the Plymouth Sound and Estuaries SAC / Tamar Estuaries Complex SPA. Within this Zone of Influence new housing development is required to contribute to the mitigation of recreational impacts from new development on the internationally designated site. The emerging Plymouth and South West Devon Joint Local Plan provides the policy hook for these contributions. We recommend that for completeness you refer to the relevant policy and the strategic mitigation solution that is in place, for instance in paragraphs 3.10 and/or 3.14.	Comment noted. Reference to Policy SPT13 (European Sites – mitigation of recreational impacts from development) included in Section 3.10.

¹ In line with Article 6(3) of the SEA Directive, these consultation bodies were selected because *‘by reason of their specific environmental responsibilities...[they] are likely to be concerned by the environmental effects of implementing planning and programmes’*.

Consultation response	How the response was considered and addressed
<p>A minor point considers paragraph 2.10 which refers to the 'low air quality baseline' for the parish. This is a little confusing and we recommend that you re-phrase this sentence.</p>	<p>Comment noted. Sentence re-phrased.</p>
<p>Historic England David Stuart, Historic Places Advisor</p>	
<p>Other than offering initial generic advice at the time the area was designated in January 2016 we have had no involvement in the preparation of this Plan. We therefore have not been involved in any SEA Screening exercise which South Hams District Council has undertaken and have no information as to the basis upon which it determined that a full SEA would be required.</p> <p>Such information clearly helps to identify the issues upon which subsequent Scoping and the final Report itself might focus. In that the Council's determination was in probability based on the Plan generating a likelihood of significant environmental effects perhaps as a consequence of an ambition to allocate sites for development there may well be a recognition that designated heritage assets could be affected – a matter which if true it would be particularly helpful for us to know.</p> <p>It would therefore be useful if in the introduction to the Scoping Report the basis of need for an SEA could be explained – a point we have made previously to AECOM in other SEA Scoping consultations.</p>	<p>Comment noted. Introduction of the Scoping Report updated to state that the Neighbourhood Plan has been screened in as it intends to allocate housing for development, and due to the environmental constraints present (notably the South Devon AONB and the South Devon Heritage Coast which cover almost the entirety of the Neighbourhood Plan area).</p>
<p>Otherwise, there are no comments on the scope or content of the Report that we would wish to make. Depending on why an SEA is required any or all of our guidance on SEAs, Site Allocations or Setting below could be useful:</p> <p>https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/</p> <p>https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/</p> <p>https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/</p>	<p>Comment noted.</p>
<p>Environment Agency</p>	
<p>No comments received.</p>	<p>N/A</p>

Key sustainability issues

3.5 Drawing on the review of the sustainability context and baseline, the SEA Scoping Report was able to identify a range of sustainability issues that should be a particular focus of SEA. These issues are as follows, presented by the eight SEA themes

3.6 Air quality

- As of February 2018 there are three Air Quality Management Areas (AQMAs) in the district of South Hams, all of which are designated for exceedances in the annual mean concentration objective of $40\mu\text{g}/\text{m}^3$ for nitrogen dioxide (NO_2). None of these are in proximity to the Neighbourhood Plan area.
- The 2013 Air Quality Action Plan for South Hams indicates that as the district grows, there is an increasing risk of air quality issues along the main trunk roads and junctions.
- Due to the absence of any significant air quality issues within the Neighbourhood Plan area, **the air quality theme has been scoped out for the purposes of the SEA process**

3.7 Biodiversity

- Designated in September 2017, the 'Start Point to Plymouth South and Eddystone' SAC with Marine Components is located directly to the south west of the Neighbourhood Plan area, comprising numerous reefs which are the primary reason for its designation.
- The 'Devon Avon Estuary' is a recommended Marine Conservation Zone extending approximately 4km inland from the coast to the village of Aveton Gifford and supporting a variety of crustacean and polychaete communities.
- There are two County Wildlife Sites located wholly or partly within the Neighbourhood Plan area, including Burgh Island and the Avon Estuary.
- There is a network of Biodiversity Action Plan (BAP) Priority Habitats located within and/or adjacent to the Neighbourhood Plan area including 'Doctor's Wood' which is an area of ancient and semi-natural woodland.

3.8 Climate change

- Any increases in the built footprint of the Neighbourhood Plan area (associated with the delivery of new housing and employment land) have the potential to increase overall greenhouse gas emissions.
- The South Hams has observed an 18.4% reduction in the percentage of total emissions per capita between 2005 and 2012, higher than the reductions for the South West (16.4%) and England (16.7%). Nonetheless, the South Hams observed consistently higher per capita emissions total than that of both the South West of England and England between these years.
- In regard to flood risk, there are two corridors of land located within Flood Risk Zone 3 in the Neighbourhood Plan area; however both of these corridors of land are located away from existing built up areas.
- The Bigbury Neighbourhood Plan should seek to increase the resilience of the Neighbourhood Plan area to the effects of climate change by supporting and encouraging adaptation strategies.

3.9 Landscape and historic environment

- Designated in August 1960, the South Devon Area of Outstanding Natural Beauty (AONB) covers approximately 34,000 ha of coastline, estuaries and countryside, and overlaps the entirety of the Neighbourhood Plan area.
- The southern half of the Neighbourhood Plan area is within the boundary of the South Devon Heritage Coast, which covers approximately 77% of the AONB coastline.
- Based on the Devon Landscape Character Assessment, the Neighbourhood Plan area is entirely located within the 'Bigbury Bay Coastal Plateau' character area which contains four distinctive landscape character types: 'Open Coastal Plateau', 'River Valley Slopes and Combes', 'Estuaries' and 'Coastal Slopes and Combes'
- The Neighbourhood Plan area has a rich historic environment, including twenty five nationally designated listed buildings, three scheduled monuments and the Bigbury Conservation Area, with all of these heritage assets sensitive to change.
- No conservation appraisal and/or management plan has been prepared for the Bigbury Conservation Area.
- Based on a high level search of the Devon and Dartmoor Historic Environmental Record, there are at least 164 locally important heritage assets within Bigbury.
- The results of the geophysical survey which was completed on land surrounding the 'long barrow and two bowl barrows, 200m south east of Chapelcombe' scheduled monument showed a moderate number of anomalies which were believed to be archaeological in origin, such as pits, as well as linear anomalies which may represent cut features such as ditches.
- The February 2018 edition of the Bigbury Parish Newsletter highlights that 'Warren Cottage' (the oldest building on the mainland at Bigbury-on-Sea) and 'The Pilchard Inn' (the oldest building on Burgh Island) are buildings of significant local heritage value.
- The Grade II* listed 'Church of St Lawrence' and the 'medieval Holy Well known as St Ann's Well, 120m south of Holwell Farm' scheduled monument are both listed within the 2017 Heritage at Risk Register for the South West.

3.10 Land, soil and water

- The Neighbourhood Plan area does not have a history of heavy industrial use. However, there has been one significant pollution incident recorded by the Environment Agency under the EC Integrated Pollution Prevention and Control Directive (IPCC).
- All undeveloped land within the Neighbourhood Plan area is either 'Grade 2 (very good quality)', 'Grade 3 (good to moderate quality)', 'Grade 4 (poor quality)' or 'Grade 5 (very poor quality)' according to the nationally available 'Provisional Agricultural Land Quality' national dataset. However a detailed agricultural land classification assessment has not recently been undertaken in the Neighbourhood Plan area.
- The Neighbourhood Plan area is located within the 'South Devon' catchment area, with the following three themes considered to be the priority management issues for this catchment area within the River Basin District Management Plan: agricultural and non-agricultural diffuse pollution, point source pollution and habitats and conservation.

3.11 Population and communities

- The population of the Neighbourhood Plan area decreased between the years 2011 and 2011 in comparison to the increases observed for South Hams, the South West of England and England.
- Similar to other areas of the UK, the Neighbourhood Plan area has an ageing population.

- Levels of deprivation within the Neighbourhood Plan are high, with the 'E01020147: South Hams 008A' Lower Super Output Area (LSOA) located in the top 10% most deprived decile for the barriers to housing and services domain, living environment domain, geographical barriers sub-domain and the indoors sub-domain.

3.12 Health and wellbeing

- 77.8% of residents in the Neighbourhood Plan area consider themselves as having 'very good health' or 'good health', lower than the totals for the South Hams (81.8%), the South West of England (81.4%) and England (81.4%).
- 78.4% of residents within the Neighbourhood Plan area report that their activities are not limited, which is lower than the totals for the South Hams (80.8%), the South West of England (81.6%) and England (82.4%).
- The main challenges outlined in the Joint Strategic Needs Assessment (JSNA) for Devon are linked to population, equality and diversity, economy, community and environment, deprivation, starting well, living well and ageing well.

3.13 Transportation

- The Neighbourhood Plan area is not directly connected to the rail network, with no stations located within its boundaries. The nearest railway station to the Neighbourhood Plan area is in Ivybridge, approximately 12km to the north, with a wider range of services available from Totnes, approximately 26km away.
- There is only one local bus service per week, departing on Fridays from Bigbury on Sea and connecting residents to the city of Plymouth. The journey takes approximately 2 hours.
- In relation to the road network, the Neighbourhood Plan is not within close proximity to key strategic routes. The B3392 is the principal route passing through the Neighbourhood Plan area, connecting residents within Bigbury on Sea, Bigbury Village and St Ann's Chapel to the A379 (to the north of the Neighbourhood Plan area).
- As of February 2018, there are no National Cycle Network routes passing through the Neighbourhood Plan area, with the nearest route (route 28) accessible via the nearby settlement of Aveton Gifford, located approximately 1.5km to the east.
- Based on the 2011 census data, 96.0% of households in the Neighbourhood Plan area have access to at least one car or van, almost 10% higher than the total for South Hams (86.7%), approximately 15% higher than the total for the South West of England (81.1%) and over 20% higher than the total for England (74.2%).
- Only 4.0% of the working population in the Neighbourhood Plan area walk, take the train or catch a bus, coach or minibus to work. This is lower than the averages for the South Hams (11.5%), the South West of England (13.2%) and England (15.0%).

SEA Framework

3.14 The issues were then translated into an 'SEA Framework'. This SEA Framework provides a methodological framework for the appraisal of likely significant effects on the baseline. The SEA framework for the Bigbury Neighbourhood Plan is presented below, excluding the Air quality SEA theme which has been scoped out due to the absence of any significant issues.

Table 3.2: SEA Framework for the Bigbury Neighbourhood Plan

SEA Objective	Assessment questions
Biodiversity	
Protect and enhance all biodiversity and geological features.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Support the status and integrity of the European and nationally important sites for biodiversity in the Neighbourhood Plan area, including the 'Start Point to Plymouth Sound and Eddystone' SAC with Marine Components and the 'Devon Avon Estuary' Recommended MCZ? • Support the status of the locally designated sites of significance within and/or adjacent to the Neighbourhood Plan area boundary, including the Burgh Island CWS and the Avon Estuary CWS? • Protect and enhance semi-natural habitats? • Protect and enhance priority habitats, and the habitat of priority species? • Achieve a net gain in biodiversity? • Support enhancements to multifunctional green infrastructure networks? <p>Support access to, interpretation and understanding of biodiversity and geodiversity?</p>
Climate change	
Reduce the level of contribution to climate change made by activities within the Neighbourhood Plan area	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Limit the increase in the carbon footprint of the parish from population growth? • Promote the use of sustainable modes of transport, including walking, cycling and public transport? • Reduce the need to travel? • Increase the number of new developments meeting sustainable design criteria? • Generate energy from low or zero carbon sources? • Reduce energy consumption from non-renewable resources?
Support the resilience of the Neighbourhood Plan area to the potential effects of climate change, including flooding	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Ensure that inappropriate development does not take place in areas at higher risk of flooding, taking into account the likely future effects of climate change? • Improve and extend green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Sustainably manage water run-off, reducing surface water runoff (either within the plan area or downstream)? • Ensure the potential risks associated with climate change are considered through new development in the Neighbourhood Plan area? • Increase the resilience of biodiversity to the effects of climate change, including through enhancements to ecological networks?
Landscape and historic environment	

SEA Objective	Assessment questions
Protect, maintain and enhance the Neighbourhood Plan area's cultural heritage resource, including the historic environment and archaeological assets located within and around the setting of the Neighbourhood Plan area	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Conserve and enhance the significance of buildings and structures of architectural or historic interest, both designated and non-designated, and their setting? • Conserve and enhance the special interest, character and appearance of the Bigbury Conservation Area and its setting? • Support the integrity of the historic setting of key buildings of cultural heritage interest? • Conserve and enhance local diversity and character? • Support access to, interpretation and understanding of the historic environment? • Conserve and enhance archaeological remains, including historic landscapes? • Support the undertaking of archaeological investigations and, where appropriate, recommend mitigation strategies.
Protect and enhance the character and quality of landscapes and townscapes.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Conserve and enhance the natural beauty and special qualities of the South Devon AONB and the South Devon Heritage Coast in accordance with their respective management plans? • Support the integrity of the Bigbury Bay Coastal Plateau LCA in accordance with the Devon Landscape Character Assessment? • Conserve and enhance locally important landscape and townscape features within the Neighbourhood Plan area?
Land, soil and water	
Ensure the efficient and effective use of land	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Promote the use of previously developed land? • Avoid the development of the best and most versatile agricultural land, which the parish may comprise Grade 2 and 3a agricultural land?
Promote sustainable waste management solutions that encourage the reduction, re-use and recycling of waste	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Reduce the amount of waste produced? • Support the minimisation, reuse and recycling of waste? • Maximise opportunities for local management of waste in order to minimise export of waste to areas outside? • Encourage recycling of materials and minimise consumption of resources during construction?
Use and manage water resources in a sustainable manner.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Support improvements to water quality? • Minimise water consumption? • Protect groundwater resources
Population and Community	
Cater for existing and future residents' needs as well as the needs of different groups in the community, and improve access to local, high-quality community services and facilities.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Encourage and promote social cohesion and encourage active involvement of local people in community activities? • Minimise fuel poverty? • Maintain or enhance the quality of life of existing local residents? • Improve the availability and accessibility of key local facilities?

SEA Objective	Assessment questions
Reduce deprivation and promote a more inclusive and self-contained community.	
Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Support the provision of a range of house types and sizes? • Support enhancements to the current housing stock? • Meet the needs of all sectors of the community? • Provide quality and flexible homes that meet people's needs? • Promote the use of sustainable building techniques, including use of sustainable building materials in construction? • Provide housing in sustainable locations that allow easy access to a range of local services and facilities?
Health and Wellbeing	
Improve the health and wellbeing of residents in the Neighbourhood Plan area.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Promote accessibility to a range of leisure, health and community facilities, for all age groups? • Align to the priority areas outlined in the JNSA for Devon? • Provide and enhance the provision of community access to green infrastructure, in accordance with Accessible Natural Greenspace Standards? • Promote the use of healthier modes of travel? • Improve access to the countryside for recreational use? • Avoiding any negative impacts on the quality and extent of existing recreational assets, such as formal or informal footpaths?
Transportation	
Promote sustainable transport use and reduce the need to travel.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> • Support the five key objectives within the Local Transport Plan for Devon and Torbay (2011-2026)? • Reduce the need to travel through sustainable patterns of land use and development? • Encourage modal shift to more sustainable forms of travel? • Enable sustainable transport infrastructure enhancements? • Facilitate working from home and remote working? • Improve road safety? • Reduce the impact on residents from the road network?

4. What has plan making/ SEA involved to this point?

Introduction

- 4.1 In accordance with the SEA Regulations the Environmental Report must include:
- An outline of the reasons for selecting the alternatives dealt with; and
 - The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting the preferred approach in light of alternatives appraised.
- 4.2 The 'narrative' of plan-making / SEA up to this point is told within this part of the Environmental Report. Specifically, this section explains how preparation of the Bigbury Neighbourhood Plan has been informed by an assessment of alternative locations for non-strategic scale development in the Neighbourhood Plan area.

Overview of plan-making / SEA work undertaken to date

- 4.3 Plan-making for the Bigbury Neighbourhood Plan has been underway since 2016. Initial work incorporated a number of informal and formal consultation exercises carried out by the Neighbourhood Plan Steering Group. This included a two-day event held during, and as part of, the celebrations of the Queen's Jubilee on 11 & 12 July 2016. This event using display boards and post-it notes available for comments, was in order to obtain the parishioners' views and comments in relation to various planning and environmental issues.
- 4.4 Further consultation events have since been carried out for the Neighbourhood Plan. This has included numerous community events, to discuss, for example, the Neighbourhood Plan Questionnaire and Housing Needs Survey. 190 households completed the Neighbourhood Plan Questionnaires (41%) and 135 households (35%) completed the Housing Needs Survey. The responses have been used to inform the production of the Neighbourhood Plan.
- 4.5 The following sections discuss the evolution of the Bigbury Neighbourhood Plan in association with the SEA process.

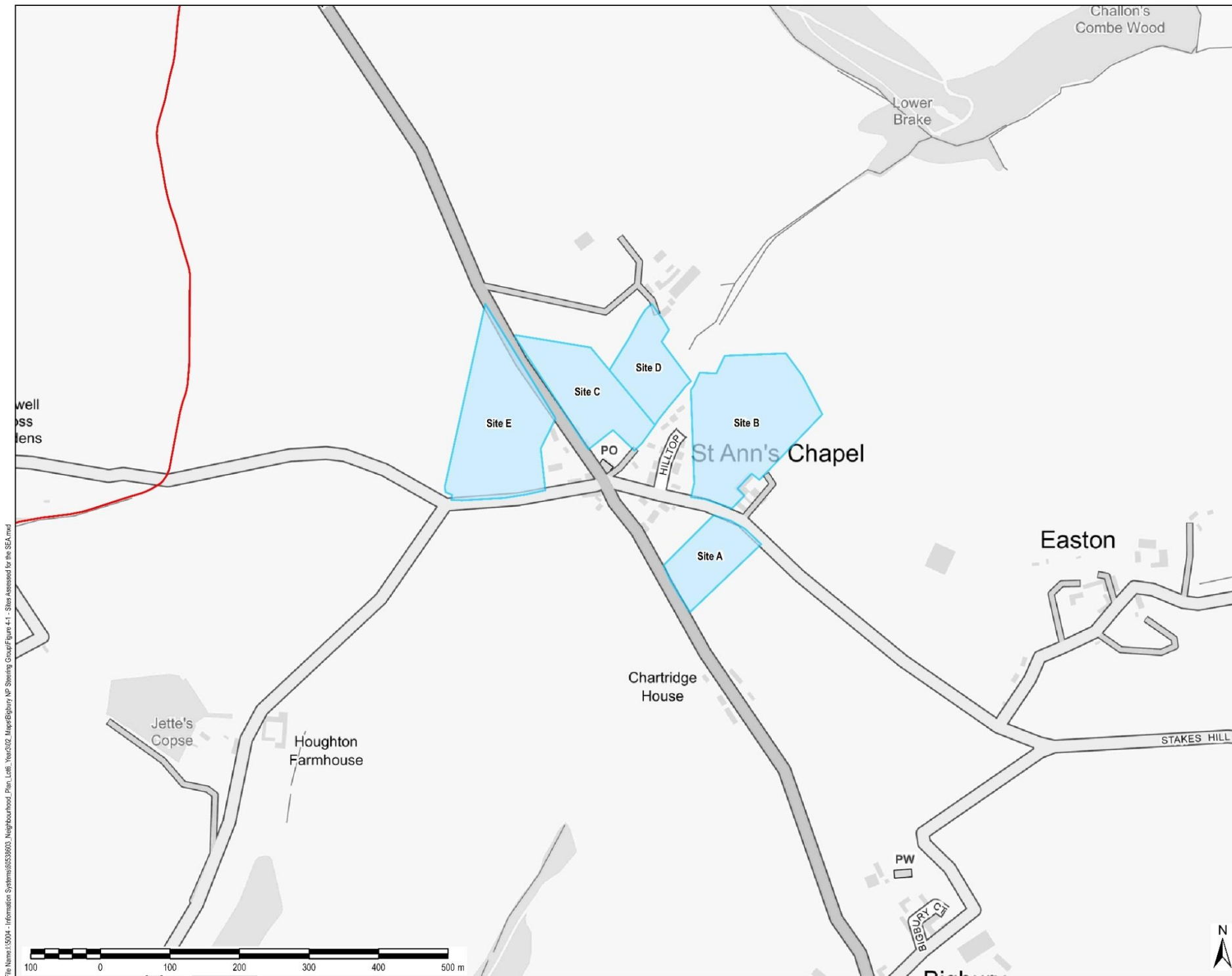
Assessment of reasonable alternatives for the Neighbourhood Plan

- 4.6 As discussed in Section 2.1, the Neighbourhood Plan has been prepared in conjunction with the Plymouth and South West Devon Joint Local Plan, which covers the time period up until the year 2034.
- 4.7 The initial submission version of the JLP provided an indicative housing number for the Neighbourhood Plan area, stating that the village of St Ann's Chapel has the potential to accommodate around ten extra dwellings over the plan period, in order to limit the potential impact on the sensitive South Devon AONB landscape. Following examination on the JLP, this number has now been withdrawn. The JLP also does not identify sites for development within St Ann's Chapel, but takes an approach which aims to enable development to come forward in this village.
- 4.8 To support the development of a spatial strategy to deliver the indicative number, the Neighbourhood Plan Steering Group was keen to consider alternative locations for delivering housing in the parish. In light of this, the Neighbourhood Plan Steering Group considered where in the parish such development should go.

- 4.9 St Ann's Chapel is now considered by South Hams District Council (SHDC) and by the local community to be the most appropriate settlement for development within the parish. This was given that St Ann's Chapel is identified as the only 'sustainable village' within the Neighbourhood Plan area in the JLP. However, it is noted that its sustainability cannot be considered high as it does not have any educational or health facilities and does not have a regular bus service.
- 4.10 St Ann's Chapel has seen some limited growth during the last few years with seven new private dwellings built close to The Pickwick Inn and Holywell Stores. It is also the location of most of the affordable housing provision in the parish.

Assessment of housing sites for allocation through the Bigbury Neighbourhood Plan

- 4.11 The Steering Group initially looked at all the sites which had come forward following South Hams Council's 'Call for Sites'. These included six around St Ann's Chapel, two either side of Houghton Farmhouse, two on the outskirts of Bigbury Village, two on the outskirts of Bigbury on Sea and one at Challaborough.
- 4.12 St Ann's Chapel is identified as the only 'sustainable village' within the Neighbourhood Plan area in the JLP. As such, all sites, other than those around St Ann's Chapel, were considered unsuitable, and not appropriate to consider as reasonable alternatives through the SEA process.
- 4.13 The six sites therefore considered by the Neighbourhood Plan Steering Group as potential locations for housing allocations to be taken forward for the purposes of the Neighbourhood Plan are as follows:
- A. Part field behind Bigbury Memorial Hall
 - B. Fields 5227 and 6131 Chapel Farm
 - C. Holwell Farm 1
 - D. Holwell Farm 2
 - E. Field 2078 Chapel Farm
 - F. Land at St Ann's Chapel, Bigbury
- 4.14 Site F, however, has recently obtained planning permission and therefore is no longer considered appropriate as a reasonable alternative to be considered through the SEA process. For this reason, only sites A-E will be assessed.
- 4.15 The location of sites A-E are presented in the figure below.



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LEGEND

- Bigbury Neighbourhood Plan Area
- Site Option

Site A: Part Field behind Bigbury Memorial Hall
 Site B: Fields 5227 and 6131 Chapel Farm
 Site C: Holwell Farm 1
 Site D: Holwell Farm 2
 Site E: Field 2078 Chapel Farm

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Purpose of Issue
DRAFT

Client
BIGBURY PARISH NEIGHBOURHOOD PLAN STEERING GROUP

Project Title
SEA FOR THE BIGBURY NEIGHBOURHOOD PLAN

Drawing Title
SITES ASSESSED FOR THE SEA

Drawn CN	Checked JW	Approved RC	Date 27/03/2018
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File Name: I5074 - Information Systems\60538603_Neighbourhood_Plan_Lab\Year02_Map\Bigbury NP Steering Group\Figure 4-1 - Sites Assessed for the SEA.mxd

- 4.17 To support the consideration of the suitability of these sites as potential allocations for the Neighbourhood Plan, the SEA process has undertaken an appraisal of the key environmental constraints present at each of the five sites and potential effects that may arise as a result of housing development. In this context the sites have been considered in relation to the SEA Framework of objectives and decision making questions developed during SEA scoping (Table 3.2) and the baseline information.
- 4.18 The tables below present this appraisal, and provide an indication of each site's sustainability performance in relation to the seven SEA themes.

Table 4.1 Site A, Part Field Behind Bigbury Memorial Hall

SEA theme	Commentary, Site A, Part Field Behind Bigbury Memorial Hall
Biodiversity and Geodiversity	<p>There are no European, national or locally designated sites within close proximity to the site.</p> <p>There are also no significant biodiversity constraints present on the site. In terms of habitats, no Biodiversity Action Plan Priority Habitats are present on or adjacent to the site and, with the exception of hedgerows along the site boundaries, the site does not hold important biodiversity interest. It is noted that hedgerows present are likely to hold ecological value through providing habitat corridors and aiding connectivity.</p> <p>Access on to the B3392 from the site would likely cause the removal of substantial sections of Devon hedge which contributes to the local ecological network.</p>
Climate change	<p>Development of the site will lead to inevitable increases in greenhouse gas emissions from an increase in the built footprint of the village, although these are unlikely to be significant. In relation to adapting to the effects of climate change, the site is not located within identified flood risk zones for fluvial or surface water flooding; the site is located entirely within Flood Zone 1.</p>
Historic Environment and Landscape	<p>The site is situated within the South Devon AONB and the 'Bigbury Bay Coastal Plateau' Devon Character Area (DCA). '<i>Continued demand for tourism-related development, and population growth, resulting in further development of the area and incremental loss of its traditional character</i>' is listed as one of the future forces of change to this character area. There are long views to the south of the site to the neighbouring settlement of Bigbury, which include the spire of the Grade II* listed 'Church of St Lawrence'. Development of the site would therefore extend the village into the open countryside to the south of St Ann's Chapel. It is noted that the site currently contributes to the 'green gap' between the St Ann's Chapel and Bigbury, preventing coalescence between the two settlements.</p> <p>The site is within the boundary of the South Devon Heritage Coast, which is recognised as one of the finest stretches of undeveloped coastline in England and Wales. In terms of locally important heritage assets, present within the setting of the site are the '<i>long barrow and two bowl barrows, 200m south east of Chapelcombe</i>' Scheduled Monument (SM), and a variety of archaeological features as listed in the Devon Historic Environment Record HER (MDV113766, MDV113767, and MDV114928.).</p>
Land, Soil and Water Resources	<p>The site is located on Grade 3 agricultural land. Given recent land classification has not taken place at this location, it is not possible to establish whether this land is Grade 3a land (which is land classified as the Best and Most Versatile Agricultural Land) or Grade 3b land (which is land not classified as such). If found to be Grade 3a, development would result in the loss of the area's high quality soil resource.</p> <p>The site is not located in a Groundwater Source Protection Zone.</p>



SEA theme	Commentary, Site A, Part Field Behind Bigbury Memorial Hall	
<p>Population and Community</p>	<p>The site has the capacity to deliver will deliver approximately 24 homes. This will contribute to meeting local housing needs if it is of an appropriate type and tenure.</p> <p>The site is located approximately 150m from the village centre where the only local store in the parish (Holywell Stores) and the Memorial Hall is based. This may reduce the need to travel by car for day to day shopping needs and support community vitality. However, it is noted that there are problems in being able to provide a safe access for pedestrians and for children needing to go to the Holywell Stores (or to catch the school bus).</p> <p>It is also recognised that there has been a recent loss of some facilities in the area, and for wider needs residents are likely to travel to Kingsbridge or further afield' which may lead to increased levels of isolation.</p>	
<p>Health and Wellbeing</p>	<p>The site has limited access to health services, with South Hams Hospital being located approximately 9km to the south east in Kingsbridge.</p> <p>The site has access to the village's Public Rights of Way (PRoW) network. There is a footpath accessible from The Old Chapel Inn and extends southwards, connecting to the neighbouring village of Bigbury. This will support residents' health and wellbeing.</p> <p>The site has good access to recreational facilities. There is a playing field and play area located behind Bigbury Memorial Hall. The Hall is also a community centre providing fitness classes. This will further support residents' physical and mental health and wellbeing, and support community cohesion.</p>	
<p>Transportation</p>	<p>There is a bus stop located in the village centre, however there is only one service passing through St Ann's Chapel per week, every Friday, connecting residents to Plymouth (Service: 875; Operator: Tally Ho).</p> <p>There is PRoW access to Bigbury village; however there are only limited services and facilities present in this settlement. As such it is likely that residents will be reliant on the car to access services and facilities other than those provided at Holywell Stores. However, it is noted that there are problems in being able to provide a safe access for pedestrians and for children needing to go to the Holywell Stores or to catch the school bus.</p> <p>In terms of the local road network, traffic travelling north from the site would have to go through the dangerous junction at St Ann's Chapel. There is also concern that visitors to a development on this site may park their cars in the Memorial Hall car park, which is also used by members of the local coastguard/rescue services, and therefore may reduce access for emergency services.</p> <p>In common with all locations within the Neighbourhood Plan area, the site is not well connected to the rail network. The nearest railway station to the Neighbourhood Plan area is in Ivybridge, approximately 12km to the north, with a wider range of services available from Totnes, approximately 26km away.</p>	
<p>Key</p>		
<p>Likely adverse effect (without mitigation measures)</p>		<p>Likely positive effect</p>
<p>Neutral/no effect</p>		<p>Uncertain effects</p>

Table 4.2 Site B, Fields 5227 and 6131 Chapel Farm

SEA theme	Commentary, Site B, Fields 5227 and 6131 Chapel Farm
Biodiversity and Geodiversity	<p>There are no European, national or locally designated sites within close proximity to the site.</p> <p>There are also no significant biodiversity constraints present on the site. In terms of habitats, no Biodiversity Action Plan Priority Habitats are present on or adjacent to the site and, with the exception of hedgerows along the site boundaries, the site does not hold important biodiversity interest. It is noted that hedgerows present are likely to hold ecological value through providing habitat corridors and aiding connectivity. Access on to the site would likely be established through the southern section of the site which would cause the removal of sections of the hedgerow which contributes to the local ecological network.</p>
Climate change	<p>Development of the site will lead to inevitable increases in greenhouse gas emissions from an increase in the built footprint of the village, although these are unlikely to be significant. In relation to adapting to the effects of climate change, the site is not located within identified flood risk zones for fluvial or surface water flooding; the site is located entirely within Flood Zone 1.</p>
Historic Environment and Landscape	<p>The site is situated within the South Devon AONB and the 'Bigbury Bay Coastal Plateau' Devon Character Area (DCA). <i>'Continued demand for tourism-related development, and population growth, resulting in further development of the area and incremental loss of its traditional character'</i> is listed as one of the future forces of change to this character area. There are long views to the north east of the site and the landscape is very open, with the eastern half of the site being highly visible. Additionally, the properties within the 'Hilltop' residential area to the east of the site have direct views into the site. These would be altered from open landscape to urban built form.</p> <p>The site is adjacent to the area designated as South Devon Heritage Coast, along the southern boundary of the site. This is recognised as one of the finest stretches of undeveloped coastline in England and Wales. In terms of locally important heritage assets, the site is located adjacent to the <i>'Medieval holy well known as St Ann's Well, 120m south of Holwell Farm'</i> scheduled monument and the Grade II listed <i>'St Ann's Well, circa 70m south of Holwell Farmhouse'</i>.</p>
Land, Soil and Water Resources	<p>The site is located on Grade 3 agricultural land. Given recent land classification has not taken place at this location, it is not possible to establish whether this land is Grade 3a land (which is land classified as the Best and Most Versatile Agricultural Land) or Grade 3b land (which is land not classified as such). If found to be Grade 3a, development would result in the loss of the area's high quality soil resource.</p> <p>The site is not located in a Groundwater Source Protection Zone.</p>
Population and Community	<p>The site has the capacity to deliver approximately 63 homes. This will exceed local housing needs if it is of an appropriate type and tenure.</p> <p>The site is located approximately 300m from the village centre where the only local store in the parish (Holywell Stores) and the Memorial Hall is based. This may reduce the need to travel by car for day to day shopping needs and support community vitality. However, pedestrians would need to walk along the Stakes Hill Road to access these facilities, which has very limited footpaths.</p> <p>It is also recognised that there has been a recent loss of some facilities in the area, and for wider needs residents are likely to travel to Kingsbridge and further afield which may lead to increased levels of isolation.</p>



SEA theme	Commentary, Site B, Fields 5227 and 6131 Chapel Farm	
<p>Health and Wellbeing</p>	<p>The site has limited access to health services, with South Hams Hospital being located approximately 9km to the south east in Kingsbridge.</p> <p>The site has access to the village's PRow network. There is a footpath accessible from The Old Chapel Inn and extends southwards, connecting to the neighbouring village of Bigbury. This will support residents' health and wellbeing.</p> <p>The site has good access to recreational facilities. There is a playing field and play area located behind Bigbury Memorial Hall. The Hall is also a community centre providing fitness classes. This will further support residents' physical and mental health and wellbeing, and support community cohesion.</p>	
<p>Transportation</p>	<p>There is a bus stop located in the village centre, however there is only one service passing through St Ann's Chapel per week, every Friday, connecting residents to Plymouth (Service: 875; Operator: Tally Ho).</p> <p>There is PRow access to Bigbury village; however there are only limited services and facilities present in this settlement. As such it is likely that residents will be reliant on the car to access services and facilities other than those provided at Holywell Stores. However in terms of the road network, Stakes Hill Road would be the access route to the site, which has a very dangerous exit on to B3392 at The Holywell Stores. Drivers and passengers in vehicles exiting The Holywell Stores car park are also likely to be put at risk when joining the Stakes Hill Road close to this junction.</p> <p>In common with all locations within the Neighbourhood Plan area, the site is not well connected to the rail network. The nearest railway station to the Neighbourhood Plan area is in Ivybridge, approximately 12km to the north, with a wider range of services available from Totnes, approximately 26km away.</p>	
<p>Key</p>		
<p>Likely adverse effect (without mitigation measures)</p>		<p>Likely positive effect</p>
<p>Neutral/no effect</p>		<p>Uncertain effects</p>

Table 4.3 Site C, Holwell Farm 1

SEA theme	Commentary, Site C, Holwell Farm 1
Biodiversity and Geodiversity	<p>There are no European, national or locally designated sites within close proximity to the site.</p> <p>There are also no significant biodiversity constraints present on the site. In terms of habitats, no Biodiversity Action Plan Priority Habitats are present on or adjacent to the site, with the exception of the Devon hedge bank located along the southern site boundary (as identified through the Preliminary Ecological Appraisal carried out for the site). It is noted that hedgerows present are likely to hold ecological value through providing habitat corridors and aiding connectivity. However, it is noted that the Devon bank is lower, less well formed and not rich in species in this location. It is also set slightly further back from the road. Additionally, the Ecological Appraisal states that the site is considered to be of low ecological value.</p>
Climate change	<p>Development of the site will lead to inevitable increases in greenhouse gas emissions from an increase in the built footprint of the village, although these are unlikely to be significant. In relation to adapting to the effects of climate change, the site is not located within identified flood risk zones for fluvial or surface water flooding; the site is located entirely within Flood Zone 1.</p>
Historic Environment and Landscape	<p>The site is situated within the South Devon AONB and the 'Bigbury Bay Coastal Plateau' Devon Character Area (DCA). <i>'Continued demand for tourism-related development, and population growth, resulting in further development of the area and incremental loss of its traditional character'</i> is listed as one of the future forces of change to this character area. There are long views to the east across the South Devon AONB, and the northern section of the site is highly visible within the landscape due to the site's open character. However, the south western section of the site is less prominent as it is viewed against the background of existing residential dwellings. There is also good screening between this site and <i>'Hilltop'</i> which is located on the other side of the track leading to the Holwell Farm.</p> <p>The site is within 250m of the South Devon Heritage Coast, to the south of the site. This is recognised as one of the finest stretches of undeveloped coastline in England and Wales.</p> <p>The site is also within 250m of the Grade II listed <i>'The Old Chapel Inn'</i> (to the south of site), the <i>'Medieval holy well known as St Ann's Well, 120m south of Holwell Farm'</i> scheduled monument (to the east of site) and the Grade II listed <i>'St Ann's Well, circa 70m south of Holwell Farmhouse'</i> (to the east of site).</p>
Land, Soil and Water Resources	<p>The site is located on Grade 3 agricultural land. Given recent land classification has not taken place at this location, it is not possible to establish whether this land is Grade 3a land (which is land classified as the Best and Most Versatile Agricultural Land) or Grade 3b land (which is land not classified as such). If found to be Grade 3a, development would result in the loss of the area's high quality soil resource.</p> <p>The site is not located in a Groundwater Source Protection Zone.</p>
Population and Community	<p>The site has the capacity to deliver approximately 41 homes. This will contribute to meeting local housing needs if it is of an appropriate type and tenure.</p> <p>The site is located approximately 150m from the village centre where the only local store in the parish (Holywell Stores) and the Memorial Hall is based. This may reduce the need to travel by car for day to day shopping needs and support community vitality. Pedestrian access from this development is expected to be along the track leading to Holwell Farm with easy and safe access to The Holywell Stores, to the memorial hall and to the school bus stop.</p> <p>It is however recognised that there has been a recent loss of some facilities in the area, and for wider needs residents are likely to travel to Kingsbridge or further afield which may lead to isolation of residents.</p>

SEA theme	Commentary, Site C, Holwell Farm 1	
<p>Health and Wellbeing</p>	<p>The site has limited access to health services, with South Hams Hospital being located approximately 9km to the south east in Kingsbridge.</p> <p>The site has access to the village's PRow network. There is a footpath accessible from The Old Chapel Inn and extends southwards, connecting to the neighbouring village of Bigbury. This will support residents' health and wellbeing.</p> <p>The site has good access to recreational facilities. There is a playing field and play area located behind Bigbury Memorial Hall. The Hall is also a community centre providing fitness classes. This will further support residents' physical and mental health and wellbeing, and support community cohesion.</p>	
<p>Transportation</p>	<p>There is a bus stop located in the village centre, however there is only one service passing through St Ann's Chapel per week, every Friday, connecting residents to Plymouth (Service: 875; Operator: Tally Ho).</p> <p>There is PRow access to Bigbury village; however there are only limited services and facilities present in this settlement. As such it is likely that residents will be reliant on the car to access services and facilities other than those provided at Holywell Stores.</p> <p>In terms of the road network the site can be accessed from the B3392 to the north of St Ann's Chapel therefore avoiding the dangerous St Ann's Chapel junction for vehicles travelling north.</p> <p>In common with all locations within the Neighbourhood Plan area, the site is not well connected to the rail network. The nearest railway station to the Neighbourhood Plan area is in Ivybridge, approximately 12km to the north, with a wider range of rail services available from Totnes, approximately 26km away.</p>	
Key		
Likely adverse effect (without mitigation measures)		Likely positive effect
Neutral/no effect		Uncertain effects

Table 4.4 Site D, Holwell Farm 2

SEA theme	Commentary, Site C, Holwell Farm 1	
Biodiversity and Geodiversity	<p>There are no European, national or locally designated sites within close proximity to the site.</p> <p>There are also no significant biodiversity constraints present on the site. In terms of habitats, no Biodiversity Action Plan Priority Habitats are present on or adjacent to the site.</p>	
Climate change	<p>Development of the site will lead to inevitable increases in greenhouse gas emissions from an increase in the built footprint of the village, although these are unlikely to be significant. In relation to adapting to the effects of climate change, the site is not located within identified flood risk zones for fluvial or surface water flooding; the site is located entirely within Flood Zone 1.</p>	
Historic Environment and Landscape	<p>The site is situated within the South Devon AONB and the 'Bigbury Bay Coastal Plateau' Devon Character Area (DCA). <i>'Continued demand for tourism-related development, and population growth, resulting in further development of the area and incremental loss of its traditional character'</i> is listed as one of the future forces of change to this character area. There are views to the south of the neighbouring settlement of Bigbury and direct views into the site from the residential properties located adjacent to the north eastern boundary. Additionally, the site is located outside of the existing built-up area of St Ann's Chapel.</p> <p>The site also directly overlaps with the boundary of the <i>'Medieval holy well known as St Ann's Well, 120m south of Holwell Farm'</i> Scheduled Monument. This is located at the south eastern corner of the site. The site is also within the setting of two Grade II listed buildings: <i>'St Ann's Well, circa 70m south of Holwell Farmhouse'</i> (south eastern corner of the site) and <i>'Holwell Farmhouse'</i> (directly to the east of site).</p> <p>The site is also within 50m of the following feature which is listed on the Historic Environment Record for Devon: MDV19444 (east of site adjacent to Holwell Farmhouse).</p>	
Land, Soil and Water Resources	<p>The site is located on Grade 3 agricultural land. Given recent land classification has not taken place at this location, it is not possible to establish whether this land is Grade 3a land (which is land classified as the Best and Most Versatile Agricultural Land) or Grade 3b land (which is land not classified as such). If found to be Grade 3a, development would result in the loss of the area's high quality soil resource.</p> <p>The site is not located in a Groundwater Source Protection Zone.</p>	
Population and Community	<p>The site will deliver approximately 21 homes. This will contribute to meeting local housing needs if it is of an appropriate type and tenure.</p> <p>The site is located approximately 250m from the village centre where the only local store in the parish (Holywell Stores) and the memorial hall is based. This may reduce the need to travel by car for day to day shopping needs and support community vitality. Pedestrian access from this development is expected to be along the track leading to Holwell Farm with easy and safe access to The Holywell Stores, to the Memorial Hall and to the school bus stop.</p> <p>It is also recognised that there has been a recent loss of some facilities in the area, and for wider needs residents are likely to travel to Kingsbridge or further afield which may lead to isolation of residents.</p>	
Health and Wellbeing	<p>The site has limited access to health services, with South Hams Hospital being located approximately 9km to the south east in Kingsbridge.</p> <p>The site has access to the village's PRow network. There is a footpath accessible from The Old Chapel Inn and extends southwards, connecting to the neighbouring village of Bigbury. This will support residents' health and wellbeing.</p> <p>The site has good access to recreational facilities. There is a playing field and play area located behind Bigbury Memorial Hall. The Hall is also a community centre providing fitness classes. This will further support residents' physical and mental health and wellbeing, and support community cohesion.</p>	







SEA theme	Commentary, Site C, Holwell Farm 1		
<p>Transportation</p>	<p>There is a bus stop located in the village centre, however there is only one service passing through St Ann's Chapel per week, every Friday, connecting residents to Plymouth (Service: 875; Operator: Tally Ho).</p> <p>There is PRow access to Bigbury village; however there are only limited services and facilities present in this settlement. As such it is likely that residents will be reliant on the car to access services and facilities other than those provided at Holywell Stores.</p> <p>In terms of the road network, there is a single lane track passing adjacent to the south eastern boundary of the site which is narrow and unsuitable for access. Otherwise, access into the southern section of the site is possible; however the route would pass through an adjacent parcel of land and impact upon the community car park.</p> <p>In common with all locations within the Neighbourhood Plan area, the site is not well connected to the rail network. The nearest railway station to the Neighbourhood Plan area is in Ivybridge, approximately 12km to the north, with a wider range of services available from Totnes, approximately 26km away.</p>		
Key			
Likely adverse effect (without mitigation measures)		Likely positive effect	
Neutral/no effect		Uncertain effects	

Table 4.5 Site E, Field 2078 Chapel Farm

SEA theme	Commentary, Site E, Field 2078 Chapel Farm
Biodiversity and Geodiversity	<p>There are no European, national or locally designated sites within close proximity to the site.</p> <p>There are also no significant biodiversity constraints present on the site. In terms of habitats, no Biodiversity Action Plan Priority Habitats are present on or adjacent to the site and, with the exception of the Devon hedgerows along the site boundaries, the site does not hold important biodiversity interest. It is noted that hedgerows present are likely to hold ecological value through providing habitat corridors and aiding connectivity. Access on to the site would likely be established through north eastern and southern sections of the site, which would create a gap in the hedgerows passing along these site boundaries. This would cause the removal of sections of the hedgerow which contributes to the local ecological network. It is noted that the Devon hedgerows are much higher and of more importance than on the western side of the B3392 (where the access to Site C was).</p>
Climate change	<p>Development of the site will lead to inevitable increases in greenhouse gas emissions from an increase in the built footprint of the village, although these are unlikely to be significant. In relation to adapting to the effects of climate change, the site is not located within identified flood risk zones for fluvial or surface water flooding; the site is located entirely within Flood Zone 1.</p>
Historic Environment and Landscape	<p>The site is situated within the South Devon AONB and the 'Bigbury Bay Coastal Plateau' Devon Character Area (DCA). '<i>Continued demand for tourism-related development, and population growth, resulting in further development of the area and incremental loss of its traditional character</i>' is listed as one of the future forces of change to this character area. The site is rural in character and therefore new development would alter this, extending the existing nucleated settlement pattern to the west. There are views into the site from the residential properties located directly to the east, and also views in to the site from the B3392 when approaching St Ann's Chapel from the north. This is due to the site's elevated and prominent location within the AONB.</p> <p>The southern boundary of the site is adjacent to the South Devon Heritage Coast, which is recognised as one of the finest stretches of undeveloped coastline in England and Wales. The site is approximately 50m from the Grade II listed '<i>The Old Chapel Inn</i>', located to the south east of the site. The site is also located approximately 80m from an 1840's cottage Local Heritage Asset. This cottage forms part of a group of cottages to the south west of The Pickwick Inn, and are valued for their historical and architectural interest. These are important to the appearance and character of St Ann's Chapel.</p>
Land, Soil and Water Resources	<p>The site is located on Grade 3 agricultural land. Given recent land classification has not taken place at this location, it is not possible to establish whether this land is Grade 3a land (which is land classified as the Best and Most Versatile Agricultural Land) or Grade 3b land (which is land not classified as such). If found to be Grade 3a, development would result in the loss of the area's high quality soil resource.</p> <p>The site is not located in a Groundwater Source Protection Zone.</p>
Population and Community	<p>The site will deliver approximately 60 homes. This will contribute to meeting local housing needs if it is of an appropriate type and tenure.</p> <p>The site is located approximately 230m from the village centre where the only local store in the parish (Holywell Stores) and the memorial hall is based. This may reduce the need to travel by car for day to day shopping needs and support community vitality. However, it is noted that there are problems in being able to provide a safe access for pedestrians and for children needing to go to the Holywell Stores (or to catch the school bus).</p> <p>It is also recognised that there has been a recent loss of some facilities in the area, and for wider needs residents are likely to travel to Plymouth which may lead to increased levels of isolation.</p>

SEA theme	Commentary, Site E, Field 2078 Chapel Farm	
<p>Health and Wellbeing</p>	<p>The site has limited access to health services, with South Hams Hospital being located approximately 9km to the south east.</p> <p>The site has access to the village's PRow network. There is a footpath accessible from The Old Chapel Inn and extends southwards, connecting to the neighbouring village of Bigbury. This will support residents' health and wellbeing.</p> <p>The site has good access to recreational facilities. There is a playing field and play area located behind Bigbury Memorial Hall. The Hall is also a community centre providing fitness classes. This will further support residents' physical and mental health and wellbeing, and support community cohesion.</p>	
<p>Transportation</p>	<p>There is a bus stop located in the village centre, however there is only one service passing through St Ann's Chapel per week, every Friday, connecting residents to Plymouth (Service: 875; Operator: Tally Ho).</p> <p>There is PRow access to Bigbury village; however there are only limited services and facilities present in this settlement. As such it is likely that residents will be reliant on the car to access services and facilities other than those provided at Holywell Stores. However, it is noted that there are problems in being able to provide a safe access for pedestrians and for children needing to go to the Holywell Stores or to catch the school bus.</p> <p>In terms of the local road network, the vehicle access to this site is expected to exacerbate pressure on the Ringmore turn at the Pickwick Inn junction.</p> <p>In common with all locations within the Neighbourhood Plan area, the site is not well connected to the rail network. The nearest railway station to the Neighbourhood Plan area is in Ivybridge, approximately 12km to the north, with a wider range of services available from Totnes, approximately 26km away.</p>	
<p>Key</p>		
<p>Likely adverse effect (without mitigation measures)</p>		<p>Likely positive effect</p>
<p>Neutral/no effect</p>		<p>Uncertain effects</p>

Summary of SEA site appraisal findings

4.19 The following table presents a summary of the findings of the site appraisal undertaken through the SEA process.

Table 4.6: Summary of SEA site appraisal findings

Site	Biodiversity	Climate change	Landscape and historic environment	Land, soil and water resources	Population and community	Health and wellbeing	Transportation
Site A: Part Field behind Bigbury Memorial Hall	Blue	Blue	Red	Blue	Blue	Green	Red
Site B: Fields 5227 and 6131 Chapel Farm	Blue	Blue	Red	Blue	Blue	Green	Red
Site C: Holwell Farm 1	Yellow	Blue	Red	Blue	Blue	Green	Red
Site D: Holwell Farm 2	Yellow	Blue	Red	Blue	Blue	Green	Red
Site E: Field 2078 Chapel Farm	Blue	Blue	Red	Red	Blue	Green	Red

Key	
Likely adverse effect (without mitigation measures)	Likely positive effect
Neutral/no effect	Uncertain effects

Choice of sites taken forward for the purposes of the Pre-Submission Bigbury Neighbourhood Plan (September 2018)

- 4.20 The Pre-Submission Bigbury Neighbourhood Plan allocated one site for housing, on the site to the rear of Holywell Stores. This coincides with a section of Site C (Part of Holwell Farm 1) and is for circa 10 dwellings.
- 4.21 The Steering Group considered that part of this site was the preferred site for development for several reasons. In addition to helping support the vitality of the parish and the delivery of housing for local needs, the development of the site would provide access from the B3392 to the north of St Ann's Chapel therefore avoiding the St Ann's junction for vehicles travelling north. Additionally, in terms of ecological considerations, the Devon hedge bank is lower, less well formed and not rich in species in this location, and is also set slightly further back from the road reducing adverse effects on the habitat and any connectivity that may be provided.
- 4.22 The Steering Group also considered that development of this site would protect the views from other properties, given the land drops away to the rear of the Holywell Stores. A development in this location would not unduly harm the views from existing properties along the B3392 and there is good screening between this site and Hilltop which is located on the other side of the track leading to the Holwell Farm. The Steering Group identify that the development on this site would therefore fit in well with the landscape seen against the backdrop of the hilltop development and as it would be set at a lower level it would not be too prominent on the skyline.
- 4.23 Finally, a main advantage of the site is that pedestrian access from this development could be provided along the track leading to Holwell Farm. This would provide easy and safe access to The Holywell Stores, to the Memorial Hall and to the school bus stop.

Choice of sites taken forward for the purposes of the Submission Neighbourhood Plan (July 2019)

- 4.24 Since the publication of the Pre-Submission Regulation 14 draft of the Neighbourhood Plan, proposals at St Ann's Chapel have evolved to show a scheme for 13 new dwellings. The increase in the number of units was considered necessary in order to make the scheme financially viable.
- 4.25 In order to provide for the local housing needs of the parish the Submission Neighbourhood Plan makes provision for maximum of 13 dwellings, of which at least 60% would be affordable on one new housing site at St Ann's Chapel.

Appraisal of alternatives for the use of housing in the Neighbourhood Plan area

- 4.26 Following consultation with the local community, a further element in which the Neighbourhood Steering Group was keen to explore further was the issue of permanent and second homes and holiday letting.
- 4.27 To consider this issue in more detail, and provide further sustainability context, the SEA process appraised two options, as follows:
- Option A: Introduce a policy through the Neighbourhood Plan which seeks to restrain second home ownership and holiday rentals in the Bigbury Neighbourhood Plan area through introducing restrictions on the use of new housing; and

- Option B: Do not introduce restrictions on the use of new housing in the Neighbourhood Plan area.

4.28 These two broad options were appraised as 'reasonable alternatives' against both the baseline and relatively (i.e. against each other). They were again considered through the SEA Framework of objectives and assessment questions developed during scoping and ranked in terms of their sustainability performance against the relevant theme. The findings of the appraisal are presented in Table 4.7.

Table 4.7: Appraisal findings: reasonable alternatives linked to housing use

Option A: Introduce a policy through the Neighbourhood Plan which seeks to restrain second home ownership and holiday rentals in the Bigbury Neighbourhood Plan area through introducing restrictions on the use of new housing; and

Option B: Do not introduce restrictions on the use of new housing in the Neighbourhood Plan area.

SEA theme	Discussion of potential effects and relative merits of options	Rank of preference	
		Opt A	Opt B
Biodiversity	<p>Option B has the potential to lead to increased effects on biodiversity assets during peak holiday periods. This includes through increasing activities which affect designated sites in the plan area. However, these effects are unlikely to be significant given the current management of the sites.</p> <p>All sites have the potential to have significant impacts on biodiversity assets if located inappropriately and have poor design and layout. Likewise all sites have the potential to promote net gains in biodiversity value. In this context, for both options, potential effects on biodiversity depend on aspects such as the provision of green infrastructure to accompany new development areas and the retention and incorporation of biodiversity features. It is unlikely that the tenure of housing will affect the extent to which this is achieved.</p>	N/A	N/A
Climate change	<p>In terms of adaptation to the effects of climate change, an increase in the Neighbourhood Plan area's year round (rather than seasonal) population through Option A has the potential to increase resilience to extreme weather events. This includes through increasing the year round availability of 'human capital', which will help improve the maintenance of existing properties (and neighbourhoods) and enabling a more effective response to extreme weather events when they occur.</p> <p>In terms of greenhouse gas emissions, road transport is a significant contributor to emissions in the Neighbourhood Plan area. Whilst greenhouse gas emissions are likely to increase during peak holiday periods under Option B, Option A has the potential to increase the carbon footprint of the Neighbourhood Plan area during the rest of the year. Overall it is uncertain at this level of detail which of the options is likely to do most to limit greenhouse gas emissions over an annual period.</p>	1	2
Landscape and historic environment	<p>A policy which seeks to restrain second home and holiday home ownership in the Neighbourhood Plan area is unlikely to have any significant implications for landscape quality or the integrity of the historic environment. Potential effects depend largely on the location, design and layout of new development areas.</p>	N/A	N/A
Land, soil and water resources	<p>In terms of soil quality and availability, the tenure of new housing in the plan area is unlikely to have significant effects.</p>	N/A	N/A
Population and community	<p>Recent surveys have highlighted that approximately 32% of the housing stock in the Neighbourhood Plan area had no full-time resident. Approximately 50% of the housing stock in Bigbury on Sea are second homes or holiday homes. In this context, a policy restricting the use of new homes as second homes or holiday lets through Option A will</p>	1	2

provide increased opportunities for local people to purchase and rent homes.

Option A, through increasing the year-round population also has increased potential to support the viability of services and amenities. It will also support the viability of public transport provision. This will promote accessibility to services, facilities and amenities amongst local people.

Health and wellbeing	Option A, through facilitating a larger increase in the year-round population of the Neighbourhood Plan area, has the potential to support the viability of year-round leisure and recreational facilities.	1	2
Transportation	<p>Congestion levels in the Neighbourhood Plan area are significantly affected by visitor traffic. In this context Option B is likely to contribute to congestion issues during peak times of the year, including the summer period. Due to relatively small proportion of the total housing stock that will be affected by the options, effects are likely to be limited.</p> <p>Whilst Option A has the potential to increase year-round traffic flows, it also has the potential to support the viability of year-round public transport networks. This will support accessibility for those living in the Neighbourhood Plan area.</p>	1	2

Current approach in the Neighbourhood Plan and the development of Neighbourhood Plan policies

4.29 To support the implementation of the vision for the Neighbourhood Plan discussed in Section 2.7, the current version of the Bigbury Neighbourhood Plan puts forward 30 policies to guide development in the Neighbourhood Plan area. Policies have been identified in relation to the Neighbourhood Plan objectives, following extensive community consultation and evidence gathering. The policies (listed BP1 – BP30) are as follows:

Table 4.8: Bigbury Neighbourhood Plan policies

Housing

BP1	Housing allocation
BP2	Other housing development
BP3	Subdivision of existing plots
BP4	Principal residence
BP5	Housing for the elderly
BP6	Residential care and nursing homes for the elderly
BP7	General design principles for new housing development

Employment

BP8	Existing and proposed employment
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Agriculture

BP9	Agricultural development
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BP10 Conversion of farm and rural buildings for residential purposes

Tourism

BP11 Tourism related development

BP12 Catered holiday accommodation

BP13 Camping and caravan sites

Community Facilities

BP14 Community facilities

Health and wellbeing

BP15 Local Green Spaces

BP16 Open spaces and recreation

BP17 Footpaths and cycle tracks

Wildlife and biodiversity

BP18 Area of Outstanding Natural Beauty

BP19 Heritage Coast and undeveloped coast

BP20 Woodlands, trees, hedgerows and Devon hedgebanks

BP21 Wildlife sites and biodiversity

BP22 Coastline, beaches and the Avon estuary

BP23 Views and vistas

Heritage

BP24 Built heritage

Transport

BP25 Transport and highways

BP26 Car Parks

BP27 Air ambulance night landing

BP28 Parking provision

Infrastructure and resources

BP29 Connectivity

BP30 Renewable energy

5. What are the appraisal findings at this current stage?

Introduction

- 5.1 The aim of this chapter is to present appraisal findings and recommendations in relation to the Submission version of the Bigbury Neighbourhood Plan. This chapter presents:
- An appraisal of the current version of the Bigbury Neighbourhood Plan under the seven SEA theme headings; and
 - Overall conclusions.

The appraisal is structured under the seven SEA themes.

- 5.2 For each theme 'significant effects' of the current version of the plan on the baseline are predicted and evaluated. Account is taken of the criteria presented within Schedule 2 of the Regulations.² So, for example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. These effect 'characteristics' are described within the assessment as appropriate.
- 5.3 Every effort is made to identify / evaluate effects accurately; however, this is inherently challenging given the high level nature of the plan. The ability to predict effects accurately is also limited by understanding of the baseline and the nature of future planning applications. Because of the uncertainties involved, there is a need to exercise caution when identifying and evaluating significant effects and ensure all assumptions are explained. In many instances it is not possible to predict significant effects, but it is possible to comment on merits (or otherwise) in more general terms.

Biodiversity

- 5.4 In terms of European designated sites, the 'Start Point to Plymouth South and Eddystone' Special Area of Conservation (SAC) with Marine Components is located directly to the south west of the Neighbourhood Plan area. Also present is the 'Devon Avon Estuary', which is recommended to be nationally designated as a Marine Conservation Zone (MCZ) extending approximately 4km inland from the coast to the village of Aveton Gifford. The proposed site allocation is not in close proximity to the SAC or the MCZ and is not within an Impact Risk Zone for the SSSI covering the SAC and is therefore not expected to lead to adverse effects on these important biodiversity sites.
- 5.5 The Neighbourhood Plan area contains locally designated sites and a variety of BAP Priority Habitats and Species. In terms of the site allocation, there is an area of Devon hedge bank located along the southern site boundary (as identified through the Preliminary Ecological Appraisal carried out for the site). It is noted that hedgerows present at the site are likely to hold ecological value through providing habitat corridors and aiding connectivity. However, it is also noted that the Devon bank is lower, less well formed and not rich in species in this location. It is also set slightly further back from the road. Additionally, the Ecological Appraisal states that the site is considered to be of low ecological value.
- 5.6 In relation to the other policies of the Neighbourhood Plan, these set out a range of provisions to limit the impacts of development on sites, features and areas of biodiversity interest, and to support enhancements to ecological networks within the Neighbourhood Plan area. Policy

² Environmental Assessment of Plans and Programmes Regulations 2004

- BP21 (Wildlife Sites and Biodiversity) states that *“proposals that might affect wildlife sites and habitats should be avoided”* and that if sites are affected *“appropriate mitigation measures should be put into place”*.
- 5.7 Policy BP21 (Wildlife Sites and Biodiversity) also states that *“measures to enhance biodiversity should form part of all new development and will be encouraged on all other sites in the Parish”*. In this context, Policy BP20 (Woodlands, Trees, Hedgerows, and Devon Hedgebanks) focuses on specific habitats that are rich within the Neighbourhood Plan area, stating that woodlands, trees, hedgerows, and Devon hedgebanks, *“which make a significant contribution to the landscape, local amenity, environmental character of the area or are of important nature conservation value, should be retained.”* The policy recognises the specific local importance of Devon hedgebanks, further stating that their removal *“should be kept to a minimum and mitigation measures should be provided where possible.”*
- 5.8 Most roadside verges in the Neighbourhood Plan area feature mature high Devon banks which have rich wildlife value. As such, other policies including Policy BP18 (Area of Outstanding Natural Beauty), Policy BP8 (Existing and Proposed Employment), and Policy BP3 (Subdivision of existing plots) set out a range of provisions to limit the impacts of development on these habitats. Policy BP18 (Area of Outstanding Natural Beauty) states that in considering any development in the AONB weight will be given to *“conserving and enhancing facilities for wildlife”* and *“retaining natural heritage features including Devon hedgebanks”*. The Neighbourhood Plan policies therefore recognise the need for development to conserve and enhance the special qualities of the area, including its wildlife habitats, corridors and any other features of ecological interest.
- 5.9 The importance of open space and other key recreational opportunities is identified through Policy BP15 (Local Green Spaces), which designates ten ‘Local Green Spaces’ *“to remain permanently open and be protected from inappropriate development”*. Taking a coordinated approach to Green Infrastructure in the Neighbourhood Plan area will positively impact the local and wider biodiversity resource, reinforcing existing Green Infrastructure connections and/or creating new ones.
- 5.10 The incorporation of biodiversity features into building and landscape is further supported through Policy BP7 (General Design Principles for New Housing Development). Policy BP7 focuses on the design and layout of development, requiring that *“proposals should retain important natural features including the retention of existing trees, hedgerows and grass verges and should include proposals to enhance the landscaping of the site and improve its biodiversity.”* This will lead to a positive effect on biodiversity through supporting ecological networks. Policy BP3 (Subdivision of existing plots) further prevents loss of key habitats, stating that the subdivision of existing plots will only be permitted where *“significant features such as trees, hedges or stone walls are preserved.”*
- 5.11 While the above Neighbourhood Plan policies identify that a loss of biodiversity will be avoided, and encourage enhancement, there is additional potential for supporting text on biodiversity net-gain to be included within the policies. As such there is scope for Policy BP20 (Woodlands, Trees, Hedgerows, and Devon Hedgebanks), Policy BP21 (Wildlife Sites and Biodiversity), and Policy BP7 (General Design Principles for New Housing Development) to be amended to place focus on net-gain for biodiversity in the Neighbourhood Plan area, including through the connection of habitats and sites, large-scale habitat restoration, enhancement and habitat re-creation.
- 5.12 Overall however, it is considered that the Neighbourhood Plan will lead to **long term positive effects** on biodiversity.

Climate change

- 5.13 In terms of climate change mitigation, road transport is proportionally a significant contributor to greenhouse gas emissions in the Bigbury Neighbourhood Plan area, with heavy reliance on the private car. In relation to the road network, the B3392 is the principal route passing through the Neighbourhood Plan area, connecting residents within Bigbury on Sea, Bigbury Village and St Ann's Chapel to the A379 (to the north of the Neighbourhood Plan area). The roads in the Neighbourhood Plan area comprise predominately minor, often single lane country roads that cause additional traffic congestion, making pedestrian passage difficult and unappealing. In this context, Policy BP25 (Transport and Highways) and Policy BP7 (General Design Principles for New Housing Development), and to a lesser extent BP26 (Car Parks) and BP28 (Parking Provision), seek to improve connections throughout the Neighbourhood Plan area through traffic calming, layout and access improvements, and off-street parking provision. This will support and encourage the uptake of lower carbon modes of transport such as walking and cycling for shorter journeys and enhance safe access to the limited public transport links in the parish.
- 5.14 The Neighbourhood Plan further supports climate change mitigation in the parish through promoting energy efficiency and the provision of renewable energy. Policy BP30 (Renewable Energy) encourages sustainable forms of construction and encourages buildings which will be energy efficient, including renewable energy systems where appropriate. Policy BP30 does however also reflect the community's strong resistance to the development of commercial-scale renewable energy farms within the parish, stating that *"Proposals for solar arrays or wind turbines on open farmland will not be supported."*
- 5.15 Policy BP7 (General Design Principles for New Housing Development) supports innovative contemporary design solutions and states that *"high levels of sustainability aiming for zero levels of carbon emissions should be used in design and construction"*; however there is no direct reference to how this may be delivered.
- 5.16 Policy BP7 (General Design Principles for New Housing Development) promotes climate change mitigation and adaptation through the protection and enhancement of open and green spaces. In line with Policy BP7 *"Proposals should retain important natural features including the retention of existing trees, hedgerows and grass verges and should include proposals to enhance the landscaping of the site and improve its biodiversity."* This is further supported through Policy BP16 (Open Spaces and Recreation) which seeks to protect existing public and private open spaces in the parish, ensuring they remain open. These policies will promote climate change mitigation in the Neighbourhood Plan area through assisting carbon sequestration and promoting sustainable modes of transport. These policies will also encourage climate change adaptation through helping to limit the effects of extreme weather events and regulating surface water run-off.
- 5.17 Enhancements to the green infrastructure network will be delivered through Policy BP15 (Local Green Space) which protects ten Local Green Spaces from inappropriate development, and Policy BP20 (Woodland, Trees, Hedgerows and Devon Hedgebanks) which seeks to protect and enhance trees, hedgerows, woodland and Devon Banks within the Neighbourhood Plan area. This will help increase the resilience of ecological networks to the effects of climate change and support climate change mitigation.

Landscape and historic environment

Landscape

- 5.18 In terms of the Neighbourhood Plan allocation, Policy BP1 (Housing Allocation) allocates a maximum of 13 dwellings on the site to the rear of Holywell Stores. As highlighted by the site assessment presented in Chapter 4, there are long views from the site to the east across the South Devon AONB, and parts of the wider site is highly visible within the landscape due to the

site's open character. The site is also within 250m of the South Devon Heritage Coast. The allocation proposed in the Neighbourhood Plan however seeks to deliver housing on the south western part of the site, which is the part of the site which is less prominent in landscape terms. This is due it being viewed against the background of existing residential dwellings in St Ann's Chapel, which is likely to reduce its prominence on the skyline.

- 5.19 Limiting the impact of new development in the parish on landscape character, the policies of the Neighbourhood Plan have a close focus on the protection and enhancement of the intrinsic qualities of the landscape in the area. This recognises that the whole of the parish is within the South Devon AONB, and most of the southern part of the parish is within the Heritage Coast.
- 5.20 In direct recognition of the presence of the AONB, impacts on landscape character will be limited through Policy BP18 (Area of Outstanding Natural Beauty) which focuses primarily on large scale development within the AONB. The policy states that *"major development within the AONB will be refused except in exceptional circumstances where it is specifically designed to meet the identified local needs of the parish and is designed to ensure that development will not cause undue harm to the landscape and scenic beauty of the AONB."* The policy also takes a broader approach to development within the AONB, stating that in considering *"any development within the AONB"*, great weight will be given to *"conserving and enhancing the natural landscape and scenic beauty of the area"* and *"avoiding development that would cause undue noise and disturbance, resulting in loss of existing tranquillity"*, amongst other criteria. This reinforces the provisions of the AONB Management Plan.
- 5.21 Policy BP7 (General Design Principles for New Housing Development) recognises that the design, height and scale of new properties in the parish are key influences on landscape character. In this context the policy requires that *"the height, scale and density of development reflects the existing grain, height, density and pattern of development in the surrounding area."* Additionally *"the materials used for the external elevations should preferably be natural materials and be consistent with those used for other buildings in the locality"*. Policy BP7 also places specific focus on the need to limit light pollution, which is an important consideration given the value of the AONB landscape. The policy therefore states that *"proposals should be designed to limit the impact of light pollution from artificial light resulting in harm to local amenity or areas of intrinsically dark landscape."* This is further supported by Policy BP9 (Agricultural Development), which seeks to ensure that any new buildings, such as new barns, be *"well related to an existing farmstead or agricultural complex or very special reasons are provided to demonstrate why these need to be located elsewhere, as long as no harm is caused to the landscape and scenic beauty of the AONB."*
- 5.22 Policy BP2 (Other Housing Development) states that *"any additional dwellings should be contained within the existing settlement boundaries of St Ann's Chapel, Bigbury Village or Bigbury on Sea."* Further to this, Policy BP3 (Subdivision of existing plots) states that the subdivision of existing plots will only be permitted *"where there is no loss to the character or environmental quality of the surroundings"* and *"where proper respect is given to the amenity of adjoining properties including outlook and views"*. This is supported by Policy BP23 (Views and Vistas) which seeks to *"protect important views and vistas"* and will not support development that *"might cause harm to the openness of the area."*
- 5.23 Policy BP22 (Coastline, Beaches and the Avon Estuary) and Policy BP19 (Heritage Coast and Undeveloped Coast) provide protection to the Heritage Coast, Undeveloped Coast, its beaches and the Avon Estuary (in addition to that provided by the South Devon AONB Management Plan and the South Devon Estuaries Management Plan). These policies restrict development, supporting proposals only where the development *"Can demonstrate that it requires a coastal location"* and state that development *"cannot be located in an area which is not designated as Undeveloped Coast, such as within existing village settlement boundaries of Bigbury on Sea, St Ann's Chapel or Bigbury Village."* Additionally development must *"protect, maintain and enhance the unique landscape and seascape character and special qualities of the area"*. This will ensure the areas natural beauty is conserved. This will be further supported by Policy BP23 (Views and

Vistas) also focuses on the importance of views, particularly of the sea, the Avon Estuary or views of heritage assets. In line with Policy BP23, *"any new development which adversely affects these views will not be supported."*

Historic environment

- 5.24 The Neighbourhood Plan policies also have a close focus on protecting and enhancing the historic environment, including its setting.
- 5.25 In terms of the proposed site allocation, the location is within 150m of the Grade II listed 'The Old Chapel Inn' (to the south of site). It is not however within its direct setting. Otherwise the site is located within the wider setting of St Ann's Well. This has been designated as a scheduled monument ('Medieval holy well known as St Ann's Well, 120m south of Holwell Farm') and is also designated as a Grade II listed structure ('St Ann's Well, circa 70m south of Holwell Farmhouse'). St Ann's Well is present on Historic England's Heritage at Risk Register due to 'scrub/tree growth'. However impacts on the site are likely to be negligible from the allocation given the proposed development is located to the rear of Holywell Stores, which is 150m from the site up a steep hill.
- 5.26 In addition to the policies which seek to protect and enhance landscape character, the Neighbourhood Plan places further policies which will support the fabric and setting of the historic environment. In this context Policy BP24 (Built Heritage) focuses on the protection of the designated and non-designated heritage assets present within the parish, including through highlighting that *"special regard shall be given to the desirability of preserving the asset or its setting and any features of special architectural or historic interest which it possesses."*
- 5.27 The integrity of the historic environment is also addressed through the Neighbourhood Plan policies that support high quality design and layout. Policy BP7 (General Design Principles for New Housing Development) recognises the need for new development to respond well to the area's local context, reinforcing local distinctiveness and not detracting from its historic value. To this effect the policy requires those proposals for new and replacement housing in the Neighbourhood Plan area to *"seek to ensure protection of statutory and non-statutory heritage assets both above and below ground."* Further to this, proposals should *"be locally distinctive, reflecting the appearance and character of the area in which the development is to be located."* This will contribute towards ensuring that new development is well related to the existing settlement and is also in keeping with surrounding properties. Through supporting villagescape, this will have benefits for the setting of the historic environment in the parish.
- 5.28 Overall the Neighbourhood Plan, alongside the policies in the Core Strategy, the emerging JLP, as well as the provisions of the South Devon AONB Management Plan, provides a robust framework for the protection and enhancement of the landscape and the historic environment in the parish. Whilst the proposed allocation may have some impacts on landscape character within this sensitive area, it is envisaged that a combination of detailed location and the policies of the Neighbourhood Plan will help limit potential effects. It is therefore considered that the Neighbourhood Plan has the potential to lead to residual **long term positive effects** on the landscape and historic environment.

Land, soil and water resources

- 5.29 In relation to the site allocation (to the rear of Holywell Stores), the site is identified as being located on Grade 3 agricultural land. However given recent land classification has not taken place at this location, it is therefore it is not possible to establish whether this land is Grade 3a land (which is land classified as the Best and Most Versatile Agricultural Land) or Grade 3b land (which is land not classified as such). If found to be Grade 3a, development of the site would lead to a long term significant negative effect as a result of the permanent loss of this resource. However this is currently uncertain.

- 5.30 The Neighbourhood Plan's focus on supporting habitats and species and facilitating enhancements to green infrastructure will support the quality of land and water resources. This will promote the ability of natural processes to support soil and water quality. Key policies in this regard includes Policy BP15 (Local Green Spaces), Policy BP16 (Open spaces and recreation), BP17 (Footpaths and cycle tracks) and Policies BP20 – BP22.
- 5.31 Policy BP30 (Renewable Energy) encourages buildings which will be energy efficient, including renewable energy systems where appropriate. This will help limit resource use in the Neighbourhood Plan area.
- 5.32 Overall, the Neighbourhood Plan is predicted to have **uncertain effects** on land, soil and water due to the potential loss of best and most versatile agricultural land.

Population and community

- 5.33 Through Policy BP1 (Housing Allocation) the Neighbourhood Plan allocates one site, to the rear of Hollywell Stores, for the development of circa 10 dwellings. The Neighbourhood Plan recognises that a continued supply of affordable housing is essential to meet the needs of the population. Policy BP1 (Housing Allocation) therefore requires that *"at least 60% of the dwellings will be affordable and include a range of one, two and three bedroom properties including some bungalows"*. This will contribute towards delivering houses of a range of types and tenures, including appropriate or both younger and older people.
- 5.34 The Neighbourhood Plan has a strong focus on delivering suitable housing in the Neighbourhood Plan area. Policy BP5 (Housing for the Elderly) seeks to meet the specialist needs of the ageing population of the parish, encouraging proposals for sheltered housing or assisted living accommodation where they are within the existing village boundaries. Further to this, Policy BP6 (Residential Care and Nursing Homes for the Elderly) states that the *"Loss of existing care homes or nursing homes will only be acceptable in exceptional circumstances"* and *"Proposals for new care or nursing homes will be encouraged providing these are on previously developed sites or sites within the village settlement boundaries"*. Ensuring new development takes place in the existing built up area boundaries will also promote community engagement and social cohesion and reduce isolation of residents; particularly those with limited mobility. This is reinforced through Policy BP2 (Other Housing Development) which restricts new housing development to sites within the settlement boundary of St Ann's Chapel or the already developed parts of Bigbury Village and Bigbury on Sea.
- 5.35 In terms of the quality of housing, Policy BP7 (General Design Principles for New Housing Development) places focus on the high quality design and layout of new housing. Policy BP7 requires that *"proposals should protect residential amenity and should not have an unacceptable impact on the living conditions of occupiers of neighbouring properties by reason of loss of outlook, loss of privacy or overlooking, overbearing and dominant impact, noise or other disturbance."*
- 5.36 The desire for holiday accommodation (second homes or holiday lets) is highlighted throughout the Neighbourhood Plan as a key issue for parish, the having considerable impact on the local housing market. In light of the uncontrolled growth of dwellings used for holiday accommodation Policy BP4 (Principal residence) requires that *"new open market housing, other than one for one replacement dwellings, will only be supported where there is a Section 106 agreement in place to ensure its occupancy as a principal residence."* The policy also seeks to restrict the use of new homes as second homes or holiday lets, improving availability and affordability of new housing in the Neighbourhood Plan area.
- 5.37 In terms of accessibility, in line with Policy BP1 (Housing Allocation) the highways access to the new development proposed at the rear of Holywell Stores should be *"from the B3392 to the north of St Ann's Chapel and a pedestrian link should be provided to link into Holwell Lane to provide safe and easy access to the Holywell Stores and the school bus stops. A pedestrian link*

to the Hilltop development should also be provided to enable safe access to the Memorial Hall, children's playground and playing fields." Connecting the new housing development to the village centre through improved pedestrian links will support accessibility to key village amenities.

- 5.38 Accessibility will also be supported through the policies which facilitate improved transport connectivity, and traffic management. These include Policy BP25 (Transport and Highways) and BP7 (General Design Principles for New Housing Development). Policy BP7 requires that new development provide *"a safe means of access to the site [...] which does not result in the need to provide excessive widening of local roads. Adequate off street car parking in accordance with Policy BP28 should also be provided on part of the site which would not cause nuisance to the occupiers of neighbouring properties."* This will be further supported through Policy BP8 (Existing and Proposed Employment) which states that development proposals *"should not give rise to use of a large number of heavy goods vehicles"*
- 5.39 The Neighbourhood Plan recognises that there are only limited opportunities for employment in the parish. These mainly relate to agriculture, tourism, building construction, maintenance and other building services, home services such as cleaning or gardening and various social or care services. To support employment opportunities in the parish, Policy BP8 (Existing and Proposed Employment) states that *"New business and industrial development will be supported providing the size and scale of any new buildings proposed for the use are sensitive to their surroundings, particularly if in close proximity to residential properties"*.
- 5.40 The Neighbourhood Plan recognises that inadequate mobile signals, together with the lack of high speed Broadband for many properties in the parish, increases the challenge of running a business or working from home from home efficiently. Improvements in mobile and Broadband connections are therefore prioritised through Policy BP29 (Connectivity), which supports proposals to improve mobile services or Broadband speeds, subject to sympathetic design.
- 5.41 Employment opportunities will be further promoted in the parish through Policy BP9 (Agricultural Development) which supports proposals for agricultural development and farm diversification. The Neighbourhood Plan also recognises the importance of the farming sector in maintaining the attractiveness of the parish, which in turn supports economic development through providing an attractive place for visitors. Farm diversification in particular has the potential to promoting employment opportunities in the parish through supporting the visitor economy.
- 5.42 Policy BP11 (Tourism Related Development) encourages proposals which will maximise the visitor offer of the area and increase tourism revenue. This addresses the 62% of respondents to the Bigbury Neighbourhood Plan questionnaire which considered that there was inadequate provision for the needs of tourists, particularly considering the recent loss of tourism facilities (i.e. the youth hostel, shop and post office). Policy BP11 therefore states that *"proposals which will support the existing tourism facilities such as new or extended beach shops, cafés, restaurants, leisure facilities, or enhanced facilities for the RNLi or Coastguards will be supported."* Policy BP12 (Catered Holiday Accommodation) and BP13 (Camping and Caravan Sites) further support tourism, placing particular focus on new hotels, hostels, bed and breakfast establishments, camping and caravan sites, and the extension of existing facilities. This is while avoiding adverse effects on the environment: Policy BP12 states that *"any proposals for new, or the extension or intensification of existing, camping and caravan sites, will not be supported unless it can be demonstrated that the proposal will not cause any harm to the character or appearance of the countryside and will be well screened by landform, trees or hedgerows."*
- 5.43 The policies supporting landscape character and the historic environment (discussed above) will also support the continued growth of the visitor economy.
- 5.44 As such, the Neighbourhood Plan is anticipated to have **long term significant positive effect** on population and community.

Health and wellbeing

- 5.45 The Joint Strategic Needs Assessment (JSNA) (2015) for Devon raises important challenges for discussion.³ Some of the main challenges in Devon are linked to the community, the environment, deprivation, starting well, living well and ageing well. In this context the policies contained within the Bigbury Neighbourhood Plan will bring a range of benefits for the health and wellbeing of residents living in the parish, including through addressing some of the challenges identified within the JSNA.
- 5.46 The Neighbourhood Plan's policies will support health and wellbeing through protecting and enhancing the parish's high quality environment and public realm. This provides space – including natural green space – for recreation and relaxation. Access to nature has been evidenced to improve people's health and wellbeing, through encouraging healthy outdoor recreation and relaxation.⁴ In this context, the health and wellbeing of residents will be promoted through Policy BP15 (Local Green Spaces) and Policy BP16 (Open Space and Recreation). These policies seek to protect and enhance existing valued green spaces, stating that *"Public and private open spaces, used for recreation, leisure or sport should remain open and in use". Policy BP15 protects Local Green Spaces from "inappropriate development", while Policy BP16 identifies that there will be "support for existing and any new or improved recreational facilities including the swimming pools, fitness centres and beach based water sports activities at Bigbury on Sea and Challaborough."*
- 5.47 Additionally, Policy BP16 (Open Space and Recreation) requires that *"a new area of public open space will be provided as part of any new housing development of 8 or more units."* This will be further supported by Policy BP1 (Housing Allocation), which requires that the new development proposed at the rear of Holywell Stores should provide *"an area of public open space on site to serve the needs of residents"*. Additionally, *"a pedestrian link to the Hilltop development should also be provided to enable safe access to the Memorial Hall, children's playground and playing fields."* Access to public open space and green space will be further promoted through Policy BP7 (General Design Principles for New Housing Development) and Policy BP21 (Wildlife Sites and Biodiversity).
- 5.48 The parish offers significant opportunities for walking as a recreational activity. However, there were a number of responses as part of the Neighbourhood Plan Questionnaire (2016) which requested safe routes be provided for pedestrians and cyclists, to avoid using the local roads. The Neighbourhood Plan recognises that the northern part of the parish is not well served in terms of off-road walking provision, and opportunities to provide some off road public rights of way would be beneficial. Policy BP17 (Footpaths and Cycle Tracks) therefore states that *"existing footpaths within the parish will be protected and enhanced where possible and opportunities will be sought and supported to provide new footpaths (whether public rights of way or permissive paths), bridleways and cycle tracks to link villages and to provide more access to the Avon Estuary and the countryside."* This will support the quality of life of residents in the Neighbourhood Plan area, encouraging the use of healthier modes of travel, and facilitating enhancements in linkages between residential areas and community services and recreational facilities.
- 5.49 As identified above, there has been a recent loss of some community facilities in the area, and there is strong support from local residents for those existing facilities, particularly those provided at St Ann's Chapel, to remain. The respondents to the Bigbury Neighbourhood Plan questionnaire also commented on the need for more community or recreational facilities in the parish. Policy BP14 (Community Facilities) therefore seeks to address this need, stating that

³ Devon County Council (2015) Joint Strategic Needs Assessment [online] available at: <http://www.devonhealthandwellbeing.org.uk/jsna/> last accessed 09/08/18

⁴ Forest Research (2010) Benefits of Green Infrastructure [online] available at: <https://knowledgebase.permaculture.org.uk/resources/books/benefits-green-infrastructure-report-forest-research> last accessed 09/08/18

"existing retail, leisure and other types of community facilities should be retained unless the facilities are replaced with community facilities of similar or better quality or value to the local community." Additionally, *"new community facilities will be supported"*. This will support the health and wellbeing of residents through enhanced opportunities for social and community interaction and through support enhanced accessibility to amenities.

- 5.50 Overall, the Neighbourhood Plan is anticipated to have residual **long term significant positive effects** on health and wellbeing.

Transportation

- 5.51 Transportation is a significant issue locally. The Neighbourhood Plan area experiences high levels of congestion. This is given the limitations of the road network, including the existence of mainly single track roads. The popularity of Bigbury on Sea and Challaborough for tourism results in narrow local roads often becoming blocked with long queues of vehicles, particularly at weekends and peak holiday periods. Additionally, the transportation of caravans to the Parkdean Resorts Holiday Park can result in long delays with damage to the road surface and sometimes damage to properties. Numerous policies within the Neighbourhood Plan therefore seek to address these issues.
- 5.52 Policy BP26 (Car Parks) seeks to alleviate village traffic through supporting *"proposals to develop a car park which is considered essential to support the tourist industry at Bigbury on Sea or to serve the needs of the local community"*. Policy BP7 (General Design Principles for New Housing Development) also considers the potential effects of development on the local transport network, stating that new and replacement housing development must *"provide a safe means of access to the site, which does not result in the unacceptable loss of natural features, or the need to provide excessive widening of local roads. Adequate off street car parking in accordance with Policy BP28 should also be provided on part of the site which would not cause nuisance to the occupiers of neighbouring properties."* In this context, Policy BP28 (Parking Provision) requires new housing development to deliver off-street parking spaces (the number of which being dependent on the number of bedrooms). This will help improve access throughout the village, reduce safety concerns, and alleviate any adverse effects that may have resulted from increased vehicles on the parish's narrow roads (i.e. at the dangerous St Mary's Chapel junction).
- 5.53 Further protection of the local road network will be provided by Policy BP8 (Existing and Proposed Employment), Policy BP9 (Agricultural Development) and Policy BP11 (Tourism Related Development). These state that proposed development should not give rise to a significant increase in traffic or use of heavy goods vehicles.
- 5.54 Policy BP1 (Housing Allocation) seeks to ensure that the housing allocation to the rear of Holywell Stores is well located in terms of accessibility by foot. In line with Policy BP1, the highways access to the new development proposed at the rear of Holywell Stores should be *"from the B3392 to the north of St Ann's Chapel and a pedestrian link should be provided to link into Holwell Lane to provide safe and easy access to the Holywell Stores and the school bus stops."*
- 5.55 The parish is lacking in public transport, which has resulted in high car dependency. The Neighbourhood Plan highlights that most households who live in the parish own or have access to a private vehicle (98.7%) and those who are not able or do not wish to use private transport rely on taxis. Currently, there is only one bus service in the parish per week, departing on Fridays from Bigbury on Sea and connecting residents to the city of Plymouth. The journey takes approximately two hours.
- 5.56 Taking the above into consideration, it is predicted that the Neighbourhood Plan will lead to **uncertain long term minor positive effects** on transportation. Given that existing capacity issues of both the local road network and public transport networks are expected to continue, and are

in many respects out of the scope for the Neighbourhood Plan to address, the positive effects resulting from the Neighbourhood Plan are likely to be limited.

Conclusions at this current stage

- 5.57 The assessment has concluded that the current version of the Bigbury Neighbourhood Plan is likely to lead to significant positive effects in relation to the 'population and community' and 'health and wellbeing' SEA themes. These benefits largely relate to the Neighbourhood Plan's focus on enhancing the quality of life of residents and accessibility, including through improving the availability and affordability of new housing, encouraging access to community services, facilities and the natural environment, and supporting economic vitality.
- 5.58 The Neighbourhood Plan has a strong focus on maintaining and enhancing the rural nature of the parish, and protecting its heritage and landscape character. Focus is placed on maintaining and enhancing the character of the AONB, the Heritage Coast and their settings, while also ensuring that future change (including the allocation proposed through the Neighbourhood Plan) does not adversely affect the landscape character and historic environment of the Neighbourhood Plan area. The policies of the Neighbourhood Plan are therefore expected to result in a range of positive effects in relation to the 'landscape and historic environment' theme. Through supporting the protection of designated biodiversity sites, and through seeking to enhance habitats, species and ecological networks in the parish, long-term positive effects are also expected to be delivered in relation to 'biodiversity' theme.
- 5.59 Uncertain minor positive effects are anticipated for the 'transportation' theme. While the Neighbourhood Plan delivers a strong policy framework in relation to this theme, the key existing issues for the parish relating to the existing road network and public transport provision are unlikely to be significantly addressed. This is due to these issues largely being outside the scope of the Neighbourhood Plan to address.
- 5.60 The Neighbourhood Plan is expected to lead to uncertain effects in relation to the 'land, soil and water' theme given the potential loss of best and most versatile agricultural land. Neutral effects are predicted for climate change; recognising that there is relatively limited potential for the Neighbourhood Plan to significantly affect this topic.

6. Next steps

- 6.1 The Bigbury Neighbourhood Plan and this Environmental Report have been submitted to the Local Planning Authority, South Hams District Council, for subsequent Independent Examination.
- 6.2 At Independent Examination, the Neighbourhood Plan will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with the Plymouth and South West Devon Joint Local Plan.
- 6.3 Where the Independent Examination is favourable, the Bigbury Neighbourhood Plan will be subject to a referendum, organised by South Hams District Council. If more than 50% of those who vote agree with the Neighbourhood Plan, then it will be 'made'. Once made, the Bigbury Neighbourhood Plan will become part of the development plan for Bigbury Parish.

Appendix A Context review and baseline

Air quality

Context review

Key messages from the National Planning Policy Framework (NPPF) include:

- ‘Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan’.
- New and existing developments should be prevented from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.

Published in January 2018 by the UK Government, ‘A Green Future: Our 25 Year Plan to Improve the Environment’⁵ sets out a number of goals and policies in order to help the natural world regain and retain good health. In this context, Goal 1 ‘Clean air’ and the policies contained within ‘Chapter 4: Increasing resource efficiency, and reducing pollution and waste’ within the 25 year plan directly relate to the air quality SEA theme.

DEV2 – Air, Water, Soil Noise and Land within the Plymouth and South West Devon JLP states that developments should: “Avoid or mitigate against harmful environmental impacts and health risks from air, water, land and noise pollution” and “Where located in an Air Quality Management Area, mitigate its impact through positively contributing towards the implementation of measures contained within air quality action plans and transport programmes, and through building design and layout which helps minimise air quality impacts.”

In terms of the local context, South Hams District Council is required to monitor air quality across the county under Section 82 of the Environment Act (1995), report regularly to Defra and take action where nationally set levels are likely to be exceeded. Monitoring is undertaken to assess levels of nitrogen dioxide (NO₂), sulphur dioxide, ozone, benzene and particulates. Where exceedances exist, areas are declared as Air Quality Management Areas (AQMAs) and local authorities are required to produce an Air Quality Action Plan (AQAP) to improve air quality in the area. Adopted in 2013, the AQAP for the district of South Hams⁶ outlines a variety of measures for improving air quality in the three designated AQMAs within the district.

Summary of current baseline

As of February 2018 there are three Air Quality Management Areas (AQMA) in the district of South Hams, all of which are designated for exceedances in the annual mean concentration objective of 40µg/m³ for nitrogen dioxide (NO₂):

- Dean Prior AQMA (declared in 2005): close to the A38 Devon Expressway;
- Ivybridge AQMA (declared in 2009): at locations along Western Road (the B3213); and

⁵ GOV.UK (2018): ‘A Green Future: Our 25 Year Plan to Improve the Environment’, [online] available to download via: <<https://www.gov.uk/government/publications/25-year-environment-plan>> last accessed [30/01/18]

⁶ South Hams District Council (2013): ‘Air Quality Action Plan’, [online] available to download via: <<https://www.southhams.gov.uk/article/3902/Air-Quality>> last accessed [15/02/18]

- Totnes AQMA (declared in 2009): at locations close to the A385.

As stated in the 2017 Air Quality Annual Status Report (ASR)⁷, all three AQMAs continue to report exceedances in the annual mean objective concentration of NO₂. However, none of the designated AQMAs in the district of South Hams are located within the Neighbourhood Plan area, with the air quality for the majority of the district generally considered to be excellent.

South Hams District Council is not currently monitoring air quality within the Neighbourhood Plan area. The 2017 ASR states that non-automatic monitoring of NO₂ was completed at 28 sites during 2016, all of which were located in Dean Prior, Ivybridge and Totnes.

Summary of future baseline

Whilst no significant air quality issues currently exist within the Neighbourhood Plan area, the provision of new housing and/or employment land within the Neighbourhood Plan area has the potential for adverse effects on air quality through increasing traffic flows and associated levels of pollutants such as NO₂, particularly along the main routes through the Neighbourhood Plan area. However, given there are currently no substantial air quality issues in the area, this will have negligible impacts on air quality.

Implementation of the aims and objectives contained within the Air Quality Action Plan, along with the policies in the Local Transport Plan (discussed in Chapter 9), present opportunities to continue to improve air quality within both the Neighbourhood Plan area and the wider district.

Additionally, South Hams District Council and West Devon Borough Council are currently in the process of preparing a 'Clean Air Strategy' for the area covered by these two local authorities. Once completed, the strategy will further contribute to improving air quality at both the local and regional level.

Due to the absence of any significant air quality issues within the Neighbourhood Plan area, **the air quality theme has been scoped out for the purposes of the SEA process.**

⁷ South Hams District Council (2017): 'Air Quality Annual Status Report', [online] available to download via: <<https://www.southhams.gov.uk/article/3902/Air-Quality>> last accessed [15/02/18]

Biodiversity

Context review

At the European level, the EU Biodiversity Strategy⁸ was adopted in May 2011 in order to deliver an established new Europe-wide target to '*halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020*'.

Key messages from the National Planning Policy Framework (NPPF) include:

- Contribute to the Government's commitment to halt the overall decline in biodiversity by minimising impacts and achieving net gains in biodiversity wherever possible.
- Promote the 'preservation, restoration and re-creation of priority habitats, ecological networks' and the 'protection and recovery of priority species'. Plan for biodiversity at a landscape-scale across local authority boundaries.
- Set criteria based policies for the protection of internationally, nationally and locally designated sites, giving weight to their importance not just individually but as a part of a wider ecological network.
- Take account of the effects of climate change in the long term. Adopt proactive strategies to adaptation and manage risks through adaptation measures including green infrastructure (i.e. 'a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities').
- Plan positively for 'green infrastructure' as part of planning for 'ecological networks'.
- High quality open spaces should be protected, or their loss mitigated, unless a lack of need is established.

Goal 3 'Thriving plants and wildlife' and the policies contained within Chapter 2 'Recovering nature and enhancing the beauty of landscapes' and Chapter 5 'Securing clean, productive and biologically diverse seas and oceans' within the Government's 'A Green Future: Our 25 Year Plan to Improve the Environment' directly relates to the Biodiversity SEA theme.

The Natural Environment White Paper (NEWP)⁹ sets out the importance of a healthy, functioning natural environment to sustained economic growth, prospering communities and personal well-being. It was in part a response to the UK's failure to halt and reverse the decline in biodiversity by 2010 and it signalled a move away from the traditional approach of protecting biodiversity in nature reserves to adopting a landscape approach to protecting and enhancing biodiversity. The NEWP also aims to create a green economy in which economic growth and the health of our natural resources sustain each other and markets, business and Government better reflect the value of nature. It includes commitments to:

- Halt biodiversity loss, support functioning ecosystems and establish coherent ecological networks by 2020;
- Establish a new voluntary approach to biodiversity offsetting to be tested in pilot areas;
- Enable partnerships of local authorities, local communities and landowners, the private sector and conservation organisations to establish new Nature Improvement Areas; and
- Address barriers to using green infrastructure to promote sustainable growth.

Reflecting the commitments within the Natural Environment White Paper and the EU Biodiversity Strategy, 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' aims to '*halt*

⁸ European Commission (2011) Our life insurance, our natural capital: an EU biodiversity strategy to 2020 [online] available at: <http://ec.europa.eu/environment/nature/biodiversity/comm2006/pdf/EP_resolution_april2012.pdf> last accessed [30/01/17]

⁹ Defra (2012) The Natural Choice: securing the value of nature (Natural Environment White Paper) [online] available at: <<http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf>> last accessed [03/10/17]

*overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people*¹⁰.

The Plymouth and South West Devon Joint Local Plan 2014-2034 Policy SPT13 – European Sites – mitigation of recreational impacts from development, within the Joint Local Plan states *Mitigation measures for recreational impacts on European Sites will be required where development is proposed within the identified zones of influence around those European Sites that are vulnerable to adverse recreational impacts.*'

The Plymouth and South West Devon Joint Local Plan 2014-2034 policy DEV28 – Protecting and enhancing biodiversity and geological conservation, within the Joint Local Plan states *'Development should support the conservation, enhancement and restoration of biodiversity and geodiversity across the Plan Area.'*

Furthermore, DEV27 – Nationally protected landscapes, SPT11– Strategic Approach to the Environment, and DEV 30 – Trees, woodlands and hedgerows within the Joint Local Plan are all related to biodiversity or geodiversity. Policy SPT13 (European Sites – mitigation of recreational impacts from development)

In 1998 The Nature of Devon-Biodiversity Action Plan was published, identifying 29 key wildlife habitats and 251 key species as a priority for conservation action. Action Plans were produced for the 17 habitats and 20 species identified as requiring a county wide approach to their conservation. Devon's Biodiversity Action Plan was updated to include Geodiversity in 2009. The Devon Biodiversity and Geodiversity Action Plan¹¹ is presented in eight volumes:

- Introduction to the revised edition
- Section A: Summary
- Section B: A vision for variety
- Section C: Planning for biodiversity and geodiversity conservation in Devon
- Section D: A review of Devon's wildlife and geological heritage
- Section E: Setting out priorities
- Section F: Turning plans into action
- Appendix i: 'Priority Species' & 'Species of Conservation Concern' in Devon.

Summary of current baseline

European and Nationally Designated Sites

Special Areas of Conservation (SACs) with Marine Components are designated under the European Habitats Directive (92/43/EEC) for containing habitats and species listed in Annex I and II of the Directive. Designated in September 2017, the 'Start Point to Plymouth South and Eddystone'¹² SAC with Marine Components is located directly to the south west of the Neighbourhood Plan area. Numerous areas of reef (in many forms) exist within the Bigbury Bay to Plymouth Sound reefs. The site comprises coastal reef features associated with the extension of the exposed terrestrial geology out into the sublittoral zone and large areas of outcropping bedrock, boulders and cobbles in the offshore extents of the area. As such, the reefs are the Annex I habitat that are the primary reason for the designation of the SAC with Marine Components.

¹⁰ DEFRA (2011): 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services', [online] Available to download from: <<https://www.gov.uk/government/publications/biodiversity-2020-a-strategy-for-england-s-wildlife-and-ecosystem-services>> last accessed [03/10/17]

¹¹ Devon Council (2009) Biodiversity and Geodiversity Action Plan [online] available at <<https://new.devon.gov.uk/environment/wildlife>> last accessed [24/04/17]

¹² JNCC (ca 2017): 'Start Point to Plymouth Sound and Eddystone SAC', [online] available to access via: <<http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?EUcode=UK0030373>> last accessed [19/02/18]

Marine Conservation Zones (MCZs) are areas that protect a range of nationally important, rare or threatened habitats and species within the 'blue belt' around the English Coast¹³. Since 2013, the UK Government has designated over fifty MCZs, six of which are located off the Devonshire coast. Although not currently designated, the 'Devon Avon Estuary'¹⁴ is a recommended MCZ. Extending for approximately 4km inland from the coast to the village of Aveton Gifford, the estuary supports crustacean and polychaete communities and is an important nursery area for a variety of fish species.

SSSI Impact Risk Zones (IRZ) are a GIS tool/dataset which maps zones around each SSSI according to the particular sensitivities of the features for which it is notified. They specify the types of development that have the potential to have adverse impacts at a given location, including residential, rural-residential and rural non-residential. Natural England is a statutory consultee on development proposals that might impact on SSSIs. In this context, there are areas of land located in the north western section of the Neighbourhood Plan area located within an IRZ for residential development for applications for 100 units or more. However, due to the provisions of the emerging Joint Local Plan, applications for residential developments of this size are unlikely within the Neighbourhood Plan area.

Locally designated sites

County Wildlife Sites (CWS) make up approximately 4% of Devon, and are designated due to the presence of particular habitats and species, such as traditionally managed species-rich lowland meadows, upland oak woodlands, lowland fens and mires. Some sites are designated due to the presence of particular species such as curl bunting, bastard balm and great crested newt. CWS are designated through a strict criteria and data regarding the sites is collected by the Biodiversity Monitoring Framework¹⁵. In this context, there are two CWS located wholly or partly within the Neighbourhood Plan area, including Burgh Island and the Avon Estuary.

Additionally, there are a variety of Biodiversity Action Plan (BAP) Priority Habitats located within and/or adjacent to the Neighbourhood Plan area including 'Doctor's Wood' which is an area of ancient and semi-natural woodland.

Summary of future baseline

Habitats and species will potentially face increasing pressures from future development within the Neighbourhood Plan area, with the potential for negative impacts on the wider ecological network. This may include a loss of habitats and impacts on biodiversity networks, which may be exacerbated by the effects of climate change, which has the potential to lead to changes in the distribution and abundance of species and changes to the composition and character of habitats.

The Neighbourhood Plan presents an opportunity to maximise benefits for biodiversity by including consideration of important habitats, species and designated sites at an early stage of planning for future growth. To maintain and improve the condition of biodiversity in the future, it will be important to not only protect and enhance important habitats but the connections between them. It will be crucial to effectively coordinate the delivery of housing, employment and infrastructure to ensure that opportunities to improve green infrastructure and ecological corridors are maximised both within the Neighbourhood Plan area and in the surrounding areas.

¹³ GOV.UK (2016): 'Marine Conservation Zones', [online] available to access via:

<<https://www.gov.uk/government/collections/marine-conservation-zone-designations-in-england>> last accessed [19/02/18]

¹⁴ Devon Wildlife Trust (ca 2012): 'Devon Avon Estuary Recommended Marine Conservation Zone', [online] available to access via: <http://www.wildlifetrusts.org/sites/default/files/devon_avon_estuary.pdf> last accessed [19/02/18]

¹⁵ Devon Biodiversity Records Centre (no date) County Wildlife Sites [online] <<http://www.dbr.org.uk/county-wildlife-site-survey/>> last accessed [11/02/18]

Climate change

Context review

The UK Climate Change Risk Assessment is published on a 5-yearly cycle in accordance with the requirements of the Climate Change Act 2008. It required the Government to compile an assessment of the risks for the UK arising from climate change, and then to develop an adaptation programme to address those risks and deliver resilience to climate change on the ground. For both the 2012 and the 2017 UK Climate Change Risk Assessment, the Adaptation Sub-Committee commissioned an evidence report aiming to understand the current and future climate risks and opportunities. The evidence report contains six priority risk areas requiring additional action in the next five years, see below¹⁶:

- i. Flooding and coastal change risks to communities, businesses and infrastructure;
- ii. Risks to health, well-being and productivity from high temperatures;
- iii. Risk of shortages in the public water supply, and for agriculture, energy generation and industry;
- iv. Risks to natural capital, including terrestrial, coastal, marine and freshwater ecosystems, soils and biodiversity;
- v. Risks to domestic and international food production and trade; and
- vi. New and emerging pests and diseases, and invasive non-native species, affecting people, plants and animals

Along with policies contained in Chapter 1 'Using and managing land sustainably' and Chapter 6 'Protecting and improving the global environment', Goal 4 'A reduced risk of harm from environmental hazards such as flooding and drought' and Goal 7 'Mitigating and adapting to climate change' of the Government's 'A Green Future: Our 25 Year Plan to Improve the Environment' directly relates to the Climate Change SEA theme.

The UK Climate Change Act¹⁷ was passed in 2008 and established a framework to develop an economically credible emissions reduction path. It also highlighted the role it would take in contributing to collective action to tackle climate change under the Kyoto Protocol, and more recently as part of the UN-led Paris Agreement.

The Climate Change Act includes the following:

- 2050 Target. The Act commits the UK to reducing emissions by at least 80% in 2050 from 1990 levels.
- Carbon Budgets. The Act requires the Government to set legally binding 'carbon budgets'. A carbon budget is a cap on the amount of greenhouse gases emitted in the UK over a five-year period. The carbon budgets are designed to reflect the cost-effective path to achieving the UK's long-term objectives. The first five carbon budgets have been put into legislation and run up to 2032.
- The Committee on Climate Change was set up to advise the Government on emissions targets, and report to Parliament on progress made in reducing greenhouse gas emissions.

¹⁶ GOV.UK: 'UK Climate Change Risk Assessment Report January 2017', [online] available to download from: <<https://www.gov.uk/government/publications/uk-climate-change-risk-assessment-2017>> last accessed [27/01/17]

¹⁷ GOV.UK (2008): 'Climate Change Act 2008', [online] accessible via <<http://www.legislation.gov.uk/ukpga/2008/27/contents>> last accessed [04/10/17]

- The National Adaptation Programme requires the Government to assess the risks to the UK from climate change, prepare a strategy to address them, and encourage key organisations to do the same. For more detail, visit the UK adaptation policy page¹⁸.

Key messages from the National Planning Policy Framework (NPPF) include:

- Support the transition to a low carbon future in a changing climate as a 'core planning principle'.
- There is a key role for planning in securing radical reductions in greenhouse gas (GHG) emissions, including in terms of meeting the targets set out in the Climate Change Act 2008¹⁹. Specifically, planning policy should support the move to a low carbon future through:
 - i. Planning for new development in locations and ways which reduce GHG emissions;
 - ii. Actively supporting energy efficiency improvements to existing buildings;
 - iii. Setting local requirements for building's sustainability in a way that is consistent with the Government's zero carbon buildings policy;
 - iv. Positively promoting renewable energy technologies and considering identifying suitable areas for their construction; and
 - v. Encouraging those transport solutions that support reductions in GHG emissions and reduce congestion.
- Direct development away from areas highest at risk of flooding, with development 'not to be allocated if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding'. Where development is necessary, it should be made safe without increasing levels of flood risk elsewhere.
- Take account of the effects of climate change in the long term, taking into account a range of factors including flooding. Adopt proactive strategies to adaptation and manage risks through adaptation measures including well planned green infrastructure.

The Flood and Water Management Act²⁰ highlights that alternatives to traditional engineering approaches to flood risk management include:

- Incorporating greater resilience measures into the design of new buildings, and retro-fitting properties at risk (including historic buildings);
- Utilising the environment in order to reduce flooding, for example through the management of land to reduce runoff and through harnessing the ability of wetlands to store water;
- Identifying areas suitable for inundation and water storage to reduce the risk of flooding elsewhere;
- Planning to roll back development in coastal areas to avoid damage from flooding or coastal erosion; and
- Creating sustainable drainage systems (SuDS)²¹

Further guidance is provided in the document 'Planning for SuDS'.²² This report calls for greater recognition of the multiple benefits that water management can present. It suggests that successful SuDS are capable of 'contributing to local quality of life and green infrastructure'.

¹⁸ Committee on Climate Change (2017): 'UK Adaptation Policy' [online] accessible via <<https://www.theccc.org.uk/tackling-climate-change/preparing-for-climate-change/uk-adaptation-policy/>> last accessed [21/02/17]

¹⁹ The Climate Change Act 2008 sets targets for greenhouse gas (GHG) emission reductions through action in the UK of at least 80% by 2050, and reductions in CO₂ emissions of at least 26% by 2020, against a 1990 baseline.

²⁰ Flood and Water Management Act (2010) [online] available at: <http://www.legislation.gov.uk/ukpga/2010/29/contents>

²¹ N.B. The provision of Schedule 3 to the Flood and Water Management Act 2010 came into force on the 1st of October 2012 and makes it mandatory for any development in England or Wales to incorporate SuDs.

²² CIRIA (2010) 'Planning for SuDs – making it happen' [online] available to access via <http://www.ciria.org/Resources/Free_publications/Planning_for_SuDS_ma.aspx> last accessed [04/04/17]

At the local level, The Devon Local Flood Risk Management Strategy (2014-2020) aims to encourage more effective risk management by advising flood risk practitioners and the public on how flood risk will be managed and how duties under the Flood and Water Management Act (2010) will be fulfilled. Further guidance is provided in the document 'Planning for SuDs'. This report calls for greater recognition of the multiple benefits that water management can present. It suggests that successful SuDS are capable of 'contributing to local quality of life and green infrastructure'.

Released in 2007, the most recent Strategic Flood Risk Assessment (SFRA) for the South Hams District aims to provide an assessment of the impact of all potential sources of flooding within the district in order to provide recommendations of suitable mitigation measures. Furthermore, at the local level the Plymouth and South West Devon Joint Local Plan 2014-2034 policy DEV35 – Delivering low carbon energy (including heat), states 'the need to increase the use and production of renewable and low carbon energy', in support of the UK's legally binding target to reduce the UK's greenhouse gas emissions by at least 80% in 2050 from 1990 levels (Climate Change Act 2008).'

Summary of current baseline

Contribution to climate change

In relation to GHG emissions, source data from the Department of Energy and Climate Change suggests that the district of South Hams has had consistently higher per capita emissions total than that of both the South West of England and England as a whole since 2005 (see Table A.1). South Hams has observed an 18.4% reduction in the percentage of total emissions per capita between 2005 and 2012, higher than the reductions for the South West (16.4%) and England (16.7%).

Table A.1: Carbon dioxide emissions and sources, plus emissions per capita, 2005-2012²³

	Industrial and Commercial (t CO ₂)	Domestic (t CO ₂)	Transport (t CO ₂)	Total (t CO ₂)
South Hams				
2005	4.0	2.8	3.0	9.8
2006	4.1	2.8	2.9	9.8
2007	3.7	2.7	2.9	9.3
2008	3.4	2.7	2.7	8.8
2009	2.8	2.5	2.7	8.0
2010	3.0	2.6	2.6	8.3
2011	2.7	2.3	2.6	7.6
2012	2.8	2.6	2.6	8.0
South West				
2005	2.9	2.5	1.9	7.3
2006	2.8	2.5	1.9	7.2
2007	2.7	2.4	1.9	7.0
2008	2.6	2.3	1.8	6.8
2009	2.3	2.1	1.8	6.2
2010	2.4	2.3	1.7	6.4
2011	2.1	2.0	1.7	5.8
2012	2.2	2.2	1.6	6.1
England				
2005	3.0	2.5	1.7	7.2
2006	3.0	2.5	1.7	7.2
2007	2.8	2.4	1.7	6.9
2008	2.7	2.4	1.6	6.7
2009	2.4	2.2	1.5	6.1
2010	2.5	2.3	1.5	6.3
2011	2.3	2.0	1.5	5.7
2012	2.4	2.2	1.4	6.0

²³ Department of Energy and Climate Change (2011) Official statistics: Local Authority carbon dioxide emissions, UK local and regional CO₂ emissions: subset dataset (emissions within the scope of influence of local authorities) available at: <https://www.gov.uk/government/statistics/local-authority-emissions-estimates> 2005 to 2012 accessed on [04/09/17]

Potential effects of climate change

The outcome of research on the probable effects of climate change in the UK was released in 2009 by the UK Climate Projections (UKCP09) team²⁴. UKCP09 gives climate information for the UK up to the end of this century and projections of future changes to the climate are provided, based on simulations from climate models. Projections are broken down to a regional level across the UK and are shown in probabilistic form, which illustrate the potential range of changes and the level of confidence in each prediction.

As highlighted by the research, the effects of climate change for the South West by 2050 for a medium emissions scenario²⁵ are likely to be as follows:

- The central estimate of increase in winter mean temperature is 2.1°C and an increase in summer mean temperature of 2.7°C; and
- The central estimate of change in winter mean precipitation is 17% and summer mean precipitation is –20%.

Resulting from these changes, a range of risks may exist for the Neighbourhood Plan area. These include:

- Effects on water resources from climate change;
- Reduction in availability of groundwater for abstraction;
- Adverse effect on water quality from low stream levels and turbulent stream flow after heavy rain;
- Increased risk of flooding, including increased vulnerability to 1:100 year floods;
- A need to increase the capacity of wastewater treatment plants and sewers;
- A need to upgrade flood defences;
- Soil erosion due to flash flooding;
- Loss of species that are at the edge of their southerly distribution;
- Spread of species at the northern edge of their distribution;
- Increased demand for air-conditioning;
- Increased drought and flood related problems such as soil shrinkages and subsidence;
- Risk of road surfaces melting more frequently due to increased temperature; and
- Flooding of roads.

Flood risk

The majority of the Neighbourhood Plan area is located within Flood Risk Zone 1, showing that there is a <0.1% chance (1 in 1000 chance) of fluvial flooding in any given year. There are only two corridors of land within the Neighbourhood Plan area which are located in Flood Risk Zone 3 and have a >1% chance of flooding each year. However, both of these corridors are located away from residential areas and cover land which is directly adjacent to a tributary of the River Avon, the River Avon itself, and Bigbury Bay.

Completed in 2007, the most recent Strategic Flood Risk Assessment (SFRA)²⁶ for South Hams outlines that the villages of Bigbury and St Ann's Chapel do not have surface water or drainage issues.

²⁴ The data was released on 18th June 2009: See: <<http://ukclimateprojections.metoffice.gov.uk/>> last accessed [09/09/17]

²⁵ UK Climate Projections (2009) South West 2050s Medium Emissions Scenario [online] available at: <<http://ukclimateprojections.metoffice.gov.uk/23687?emission=medium>> last accessed [07/09/17]

²⁶ South Hams District Council (2007): 'Strategic Flood Risk Assessment', [online] available to download via: <https://www.southhams.gov.uk/media/2000/Strategic-Flood-Risk-Assessment-Level-1/pdf/12.Strategic_Flood_Risk_Assessment_Level_1.pdf> last accessed [19/02/18]

Completed in 2016, an addendum to the SFRA²⁷ outlines that there have been nine historical flood risk events in the district of South Hams between 1970 and 2009, none of which impacted settlements within the Neighbourhood Plan area. Additionally, none of the properties impacted by the Devon winter floods in November 2012, December 2012, December 2013, January 2014 and February 2014 were located in settlements within the Neighbourhood Plan area.

The addendum also provides a flood risk summary for the village of St Ann's Chapel, stating that the settlement is at very low risk of surface water flooding. Additionally, no records of sewer flooding have been reported in the village between January 2000 and August 2015.

Summary of future baseline

Climate change has the potential to increase the occurrence of extreme weather events in the Neighbourhood Plan area, with increases in mean summer and winter temperatures, increases in mean precipitation in winter and decreases in mean precipitation in summer. This is likely to increase the risks associated with climate change (including flooding), with an increased need for resilience and adaptation.

In terms of climate change contribution, GhG emissions generated in the Neighbourhood Plan area may decrease with wider adoption of energy efficiency measures, renewable energy production and new technologies. However, increases in the built footprint of the Neighbourhood Plan area would contribute to increases in absolute levels of GhG emissions.

²⁷ Plymouth City Council (2016): Plymouth and South West Devon Joint Local Plan: Submitted Evidence Base – South Hams District Council SFRA Level 1 Addendum', [online] available to download via: <https://www.plymouth.gov.uk/jointlocalplanevidencebase> last accessed [19/02/18]

Landscape and historic environment

Context review

Key messages from the National Planning Policy Framework (NPPF) include:

- Protect and enhance valued landscapes, giving particular weight to those identified as being of national importance.
- Heritage assets should be recognised as an ‘irreplaceable resource’ that should be conserved in a ‘manner appropriate to their significance’, taking account of ‘the wider social, cultural, economic and environmental benefits’ of conservation, whilst also recognising the positive contribution new development can make to local character and distinctiveness.
- Set out a ‘positive strategy’ for the ‘conservation and enjoyment of the historic environment’, including those heritage assets that are most at risk.
- Develop ‘robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics’.
- Consider the effects of climate change in the long term, including in terms of landscape. Adopt ‘proactive strategies’ to adaptation and manage risks through adaptation measures including well planned green infrastructure.
- Maintain the character of the undeveloped coast, protecting and enhancing its distinctive landscapes, particularly in areas defined as Heritage Coast, and improve public access to and enjoyment of the coast.

Additionally, the National Planning Policy Guidance states that Neighbourhood Plans should include enough information, where relevant, “about local heritage to guide decisions and put broader strategic heritage policies from the local plan into action at a neighbourhood scale” and “about local non-designated heritage assets including sites of archaeological interest to guide decisions”.

Along with the policies contained within Chapter 2 ‘Recovering nature and enhancing the beauty of landscapes’, Goal 6 ‘Enhanced beauty, heritage and engagement with the natural environment’ of the Government’s ‘A Green Future: Our 25 Year Plan to Improve the Environment’ directly relates to the Landscape and Historic Environment SEA theme.

The Government’s Statement on the Historic Environment for England²⁸ sets out its vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life.

At the local level, the vision for the 2014-2019 Management Plan for the South Devon AONB aims to ensure that this nationally protected landscapes is valued and treasured forever for its natural beauty and distinctive character, including its:

- Rugged, undeveloped coastline with wooded estuaries, secluded river valleys, rolling hills, abundant wildlife and rich natural environment;
- Distinctive historic landscape character including its patchwork fields, Devon banks and hedges, green lanes, historic settlements and archaeological remains shaped by centuries of human activity and maritime and farming traditions;
- Rural tranquillity, dark skies, fresh air, clean water, fertile soils and mild climate; and

²⁸ HM Government (2010) The Government’s Statement on the Historic Environment for England [online] available at: http://webarchive.nationalarchives.gov.uk/+http://www.culture.gov.uk/reference_library/publications/6763.aspx last accessed [30/03/17]

- Living, working countryside where community and economic activity sustain the landscape and bring prosperity and social well-being to ensure a good quality of life for its residents.

In order to achieve this vision, the Management Plan outlines a variety of policies and objectives for the South Devon AONB, grouped into three overarching themes and twelve sub-themes:

- The Physical Environment:
 - Landscape Character;
 - Natural Resources and Climate;
 - Biodiversity and Geodiversity;
 - Historic Environment;
 - Farming and Land Management;
 - Coast and Marine Environment; and
 - Rivers and Estuaries.
- The Human Environment:
 - Access, Recreation and Tourism;
 - Planning and Sustainable Development;
 - Transport and Highways;
 - Rural Economy and Services; and
 - Community and Culture.
- Organisation:
 - Awareness and Communication; and
 - Partnerships and Organisation.

Additionally, the South Devon Estuaries Management Plan (2016-2024) aims to take a co-ordinated management approach which aims to secure the sustainable use, enjoyment and understanding of the five estuaries within the South Devon AONB: the Yealm, Erme, Avon, Salcombe-Kingsbridge and the Dart. The Plan outlines a variety of objectives and actions in order to achieve the following vision²⁹:

“The South Devon AONB Estuaries will be valued, recognised, treasured and conserved for their important natural beauty and rich historic heritage, their distinctive local character as part of the AONB, their individual uniqueness and their environmental importance to the wider natural and human community”.

The Plymouth and South West Devon Joint Local Plan 2014-2034 policy DEV22- Development affecting the historic environment, states: ‘Development proposals will need to sustain the local character and distinctiveness of the area and conserve or enhance its historic environment, heritage assets and their settings according to their national and local significance’. Furthermore the following policies also directly relate to the landscape and historic environment.

- DEV24 – Landscape Character,
- DEV21 – Conserving the historic environment, and
- DEV27 – Nationally protected landscapes.

²⁹ South Devon AONB (2016): ‘Estuaries Management Plan 2016-2024’, [online] available to download via: <http://www.southdevonaonb.org.uk/about-the-aonb/looking-after-the-aonb/aonb-management-plan/estuaries-management-plan-public-consultation/> last accessed [15/02/18]

Summary of current baseline

Landscape

National Character Areas (NCAs) are landscape areas which share similar characteristics, following natural lines in the landscape rather than administrative boundaries. Developed by Natural England, NCA profiles describe the natural and cultural features that shape each of these landscapes, providing a broad context to its character. The Neighbourhood Plan area is located within NCA Profile: 151 South Devon³⁰. The South Devon NCA is described as a plateau, dissected by steep valleys and rivers. The majority of the area consists of mixed farming, with fields bounded by Devon hedge banks and narrow winding lanes. The south of the area contains internationally important coastal and estuarine habitats.

Designated in August 1960, the South Devon Area of Outstanding Natural Beauty (AONB) covers approximately 34,000 ha of coastline, estuaries and countryside, and overlaps the entirety of the Neighbourhood Plan area. The AONB also incorporates the South Devon Heritage Coast, which covers the 75km of coastline between Wembury Beach (near to the Yealm Estuary) and Sharkham Point (near to Brixham). The following list of special qualities define the unique 'natural beauty' for which the South Devon AONB is designated as a nationally important protected landscape:

- Fine, undeveloped, wild and rugged coastline;
- Ria estuaries (drowned river valleys), steep combes and a network of associated watercourses;
- Deeply rural rolling patchwork agricultural landscape;
- Deeply incised landscape that is intimate, hidden and secretive away from the plateau tops;
- Iconic wide, unspoilt and expansive panoramic views;
- A landscape with a rich time depth and a wealth of historic features and cultural associations;
- A breadth and depth of significant habitats, species and associated natural events;
- An ancient and intricate network of winding lanes, paths and recreational routes;
- Areas of high tranquillity, natural nightscapes, distinctive natural soundscape and visible movement; and
- A variety in the setting to the AONB formed by the marine environment, Plymouth city, market and coastal towns, rural South Hams and southern Dartmoor.

Heritage Coasts are the finest stretches or undeveloped coastline in England and Wales, with their natural beauty and enjoyment by the public giving them special claim for both protection and sensitive management. In this context, the entirety of the southern half of the Neighbourhood Plan area is within the boundary of the South Devon Heritage Coast, which covers approximately 77% of the AONB coastline and includes 'Burgh Island'³¹, located directly opposite the settlement of Bigbury-on-Sea. Separated from the mainland by a tidal beach, Burgh Island is only accessible via foot at low tide and forms part of the South West Coastal Path (see Chapter 9). The Island is also linked to the crime author, Agatha Christie, where it features (under different names) in two of her novels. Following guidance from the Countryside Commission, the main objectives for the South Devon Heritage Coast are to³²:

- Conserve, protect and enhance its natural beauty, including their terrestrial, littoral and marine flora and fauna, and their heritage features of architectural, historical and archaeological interest;

³⁰ Natural England (2014) 'National Character Area – South Devon' [online] Available at:

<<http://publications.naturalengland.org.uk/publication/1911063?category=587130>> last accessed [06/09/17].

³¹ Visit South Devon (ca 2017) 'Burgh Island', [online] available to access via: <<https://www.visitsouthdevon.co.uk/things-to-do/burgh-island-p1541123>> last accessed [15/02/18]

³² South Devon AONB (2014): 2014-2019 Management Plan, Section 3.6: South Devon Heritage Coast', [online] available to download via: <<http://www.southdevonaonb.org.uk/about-the-aonb/looking-after-the-aonb/aonb-management-plan>> last accessed [15/02/18]

- Facilitate and enhance their enjoyment, understanding and appreciation by the public;
- Maintain and improve (where necessary) the environmental health of the inshore waters affecting the coast and their beaches via appropriate works and management; and
- Take account of the needs of agriculture, forestry and fishing, and of the economic and social needs of the small communities on these coasts.

At the local level, the Devon Landscape Character Assessment (DLCA) describes the variations in character between different areas and types of landscape in the county. It provides an evidence base for local development frameworks and plans, articulating what people perceive as distinctive and special about all landscapes in Devon. Additionally, it also sets out strategies and guidelines for the protection, management and planning of the landscape. The Neighbourhood Plan area is entirely located within the 'Bigbury Bay Coastal Plateau'³³ character area, described as an '*open, elevated and exposed farmed plateau which has a strong coastal influence and is deeply incised by the three scenic estuaries of the Yealm, Erme and Avon. Views out to sea and along the coast are contained within Bigbury Bay. Overall, this area is sparsely settled although church spires in the nucleated villages that rest on the upper slopes of valleys or on the plateau are notable vertical features and landmarks*'. Within the character area, the following four landscape character types overlap with the Neighbourhood Plan area boundary³⁴:

- 1B: Open Coastal Plateau;
- 3G: River Valley Slopes and Combes;
- 4A: Estuaries; and
- 4D: Coastal Slopes and Combes:

Historic environment

The Neighbourhood Plan area has a rich historic environment, recognised through the diversity of designated features including statutory listed buildings and scheduled monuments. Additionally, the Bigbury Conservation Area is also located within the Neighbourhood Plan area, designated for its special architectural and historic interest. Further details on all of these historic features are presented below.

Historic England is the statutory consultee for certain categories of listed building consent and all applications for scheduled monument consent. The historic environment is protected through the planning system, via conditions imposed on developers and other mechanisms. The Neighbourhood Plan area contains the Grade II* listed 'Church of St. Lawrence' and a further twenty four Grade II listed buildings, which are also protected through the Listed Buildings and Conservation Areas Act 1990.

Scheduled monuments are sites of national importance and protected by the Ancient Monuments and Archaeological Areas Act 1979. According to the National Heritage List for England³⁵, there are three scheduled monuments in the Neighbourhood Plan area, listed below:

- Long barrow and two bowl barrows, 200m south east of Chapelcombe;
- Medieval dovecote at Bigbury Court; and
- Medieval holy well known as 'St Ann's Well', 120m south of Holwell Farm.

Conservation areas are designated because of their special architectural and historic interest³⁶. Conservation area appraisals are a tool to demonstrate the area's special interest, explaining the

³³ Devon County Council (no date): 'Bigbury Bay Coastal Plateau', [online] available to access via: <<https://new.devon.gov.uk/planning/planning-policies/landscape/devon-character-areas/south-hams-area/bigbury-bay-coastal-plateau>> last accessed [16/02/18]

³⁴ Devon County Council (no date): 'Devon Landscape Character Assessment', [online] interactive map available to access via: <<https://new.devon.gov.uk/planning/planning-policies/landscape/devons-landscape-character-assessment>> last accessed [16/02/18]

³⁵ Historic England: National Heritage List for England: <<http://list.historicengland.org.uk>> last accessed [05/07/2017.]

³⁶ Historic England (2017): 'Conservation Areas', [online] available to access via: <<https://historicengland.org.uk/listing/what-is-designation/local/conservation-areas/>> last accessed [06/07/17]

reasons for designation and providing a greater understanding and articulation of its character - mentioned within the 'Conservation Area Designation, Appraisal and Management' advice note by Historic England³⁷. Ideally, appraisals should be regularly reviewed as part of the management of the Conservation Area, and can be developed into a management plan. The 'Bigbury Conservation Area' covers the village of Bigbury in the Neighbourhood Plan area, containing a number of Grade II listed buildings, the Grade II* listed 'Church of St. Lawrence' and the 'Medieval dovecote at Bigbury Court' scheduled monument. As of February 2018, no conservation area appraisal or management plan exists for the Bigbury Conservation Area³⁸.

It should be noted that not all of the area's historic environment features are subject to statutory designations, and non-designated features comprise a large part of what people have contact with as part of daily life – whether at home, work or leisure. Although not designated, many buildings and areas are of historic interest and are seen as important by local communities. For example, open spaces and key distinctive buildings in the area are likely to be of value for local people. In this regard, the Devon and Dartmoor Historic Environment Record (HER) is a comprehensive and dynamic resource providing information about archaeological sites and heritage features within the county³⁹. Based on a high level search, the HER lists 164 locally important heritage assets within Bigbury⁴⁰.

Additionally, a desk based archaeological report followed by a detailed geophysical survey was completed on behalf of Bigbury Parish Council in 2013 on the land surrounding the 'long barrow and two bowl barrows, 200m south east of Chapelcombe' scheduled monument, in the village of St Ann's Chapel. The results of the geophysical survey showed a moderate number of anomalies which were believed to be archaeological in origin, such as pits, as well as linear anomalies which may represent cut features such as ditches.

Additionally, the Bigbury Neighbourhood Plan Steering Group is currently in the process of preparing a list of locally important heritage assets as part of the evidence base for the emerging Neighbourhood Plan. The February 2018 edition of the Bigbury Parish Newsletter⁴¹ highlights that 'Warren Cottage' (the oldest building on the mainland at Bigbury-on-Sea) and 'The Pilchard Inn' (the oldest building on Burgh Island) are buildings of significant local heritage value, despite not having listed status.

Since 2008, Historic England has released an annual Heritage at Risk Register. The Heritage at Risk Register highlights the Grade I and Grade II* listed buildings, scheduled monuments, historic parks and gardens, registered battlefields, wreck sites and conservation areas deemed to be 'at risk'. According to the 2017 Heritage at Risk Register for the South West⁴², the following heritage assets in the Neighbourhood Plan are at risk:

- Church of St Lawrence, Bigbury: Current condition is poor. The plaster in the church is considered to be dangerous, and the tower is damp. Additionally, the ringing chamber has little ventilation.
- Medieval Holy Well known as St Ann's Well, 120 metres south of Holwell Farm, Bigbury: The principal vulnerability to this scheduled monument is from scrub/tree growth, with the current condition considered generally unsatisfactory with major localised problems.

³⁷ Historic England (2016): 'Conservation Area Designation, Appraisal and Management Advice Note 1', [online] available to download from: <<https://www.historicengland.org.uk/images-books/publications/conservation-area-designation-appraisal-management-advice-note-1/>> last accessed [05/07/17]

³⁸ South Hams District Council (2018): 'Conservation Area Appraisals and Management Plans', [online] available to access via: <<https://www.southhams.gov.uk/article/3469/Conservation-Area-Appraisals-and-Management-Plans>> last accessed [16/02/18]

³⁹ Devon County Council (no date): 'Historic Environment Record', [online] available to access via: <<https://new.devon.gov.uk/historicenvironment/the-devon-historic-environment-record/>> last accessed [16/02/18]

⁴⁰ Heritage Gateway (2012): 'Devon and Dartmoor HER', [online] available to access via: <http://www.heritagegateway.org.uk/Gateway/Results_Application.aspx?resourceID=104> last accessed [16/02/18]

⁴¹ Bigbury Community Website (2018): 'Bigbury News – February 2018', [online] available to download via: <<http://www.bigburycommunity.co.uk/groups/bigbury-news/documents/>> last accessed [16/02/18]

⁴² Historic England (2017): 'Historic Environmental Record for the South West', [online] available to download via: <<https://historicengland.org.uk/images-books/publications/har-2017-registers/>> last accessed [31/01/18]

It is important to recognise that the Heritage at Risk Registers for areas outside of London do not contain information about the status of Grade II listed buildings. As such, it is currently not possible to determine whether any of the 24 Grade II listed buildings within the Neighbourhood Plan are at risk.

Summary of future baseline

New development areas in the Neighbourhood Plan area have the potential to impact on the fabric and setting of cultural heritage assets; for example through inappropriate design and layout. It should be noted, however, that existing historic environment designations offer a degree of protection to cultural heritage assets and their settings.

Alongside, new development need not be harmful to the significance of a heritage asset, and in the context of the Neighbourhood Plan area there may be opportunity for new development to enhance the historic setting of the village and better reveal assets' cultural heritage significance.

New development has the potential to lead to incremental but small changes in landscape and townscape character and quality in and around the Neighbourhood Plan area. This includes from the loss of landscape features and areas with an important visual amenity value.

In regard to the Bigbury Conservation Area, an appraisal and/or management plan would provide a greater understanding and articulation of its character, along with outlining appropriate management objectives to enhance its special architectural and historic interest.

Land, soil and water resources

Context review

The EU's Soil Thematic Strategy⁴³ presents a strategy for protecting soils resources in Europe. The main aim of the strategy is to minimise soil degradation and limit associated detrimental effects linked to water quality and quantity, human health, climate change, biodiversity, and food safety.

The EU Water Framework Directive (WFD) drives a catchment-based approach to water management. In England and Wales there are 100 water catchments and it is Defra's intention is to establish a 'framework for integrated catchment management' across England. The Environment Agency is establishing 'Significant Water Management Issues' and recently presented second River Basin Management Plans to ministers. The plans seek to deliver the objectives of the WFD namely:

- Enhance the status and prevent the further deterioration of aquatic ecosystems and associated wetlands which depend on aquatic ecosystems;
- Promote the sustainable use of water;
- Reduce the pollution of water, especially by 'priority' and 'priority hazardous' substances; and
- Ensure the progressive reduction of groundwater pollution.

Implemented in 2016, the South West River Basin District Management Plan⁴⁴ aims to provide a framework for protecting and enhancing the benefits provided by the water environment. Principally, by 2021 the Management Plan predicts that an additional 44 water bodies will have achieved 'good' status. The Neighbourhood Plan area is located within the 'South Devon' catchment area, with the following three themes considered to be the priority management issues for this catchment area within the River Basin District Management Plan:

- Agricultural and non-agricultural diffuse pollution;
- Point source pollution; and
- Habitats and conservation.

Key messages from the National Planning Policy Framework (NPPF) include:

- Protect and enhance soils. The value of best and most versatile agricultural land should also be taken into account.
- Prevent new or existing development from being 'adversely affected' by the presence of 'unacceptable levels' of soil pollution or land instability and be willing to remediate and mitigate 'despoiled, degraded, derelict, contaminated and unstable land, where appropriate'.
- Encourage the effective use of land' through the reuse of land which has been previously developed, 'provided that this is not of high environmental value'. Whilst there is no longer a national requirement to build at a minimum density, the NPPF requires local planning authorities to 'set out their own approach to housing density to reflect local circumstances'.
- Produce strategic policies to deliver the provision of a variety of infrastructure, including that necessary for water supply.
- With regards to waste, the NPPF does not contain any specific waste policies as waste planning policy will be published as part of the National Waste Management Plan.

Along with the policies contained within Chapter 1 'Using and managing land sustainably' and Chapter 4 'Increasing resource efficiency, and reducing pollution and waste', Goal 2 'Clean and plentiful water',

⁴³ European Commission (2006) Soil Thematic Policy [online] available at: <http://ec.europa.eu/environment/soil/index_en.htm> last accessed [30/01/17]

⁴⁴ GOV.UK (2016): 'South West River Basin District Management Plan', [online] available to download via: <<https://www.gov.uk/government/publications/south-west-river-basin-district-river-basin-management-plan>> last accessed [19/02/18]

Goal 5 'Using resources from nature more sustainably and efficiently' and Goal 8 'Minimising waste' of the Government's 'A Green Future: Our 25 Year Plan to Improve the Environment' directly relates to the land, soil and water resources SEA theme.

Other key documents at the national level include Safeguarding our Soils: A Strategy for England⁴⁵, which sets out a vision for soil use in England, and the Water White Paper⁴⁶, which sets out the Government's vision for a more resilient water sector. It states the measures that will be taken to tackle issues such as poorly performing ecosystems, and the combined impacts of climate change and population growth on stressed water resources. In terms of waste management, the Government Review of Waste Policy in England⁴⁷ recognises that environmental benefits and economic growth can be the result of a more sustainable approach to the use of materials.

Additionally, the Plymouth and South West Devon Joint Local Plan 2014-2034 policy DEV2 – Air, water, soil, noise and land, states: 'development proposals which will cause unacceptable harm to human health or environmental quality by unacceptable levels of soil, air, water or noise pollution or land instability will not be permitted'.

Summary of current baseline

Land quality

The Neighbourhood Plan area does not have a history of heavy industrial use. However, there has been one significant pollution incident recorded by the Environment Agency under the EC Integrated Pollution Prevention and Control Directive (IPCC)⁴⁸:

- Location: Southern section of the Neighbourhood Plan area, adjacent to the Bigbury-on-Sea coastline; Date: 28th May 2009; Pollutant: sewerage materials causing significant impacts to water.

Quality of Agricultural Land

The Agricultural Land Classification (ALC) classifies land into six grades (plus 'non-agricultural' and 'urban'), where Grades 1 to 3a are recognised as being the 'best and most versatile' land and Grades 3b to 5 are of poorer quality. In terms of the location of the best and most versatile agricultural land, a recent detailed classification has not been undertaken within the Neighbourhood Plan area.

In relation to the older pre-1988 agricultural land classification undeveloped land in the Neighbourhood Plan area is either 'Grade 2 (very good quality)' 'Grade 3 (good to moderate quality)', 'Grade 4 (poor quality)' or 'Grade 5 (very poor quality)' according to the nationally available 'Provisional Agricultural Land Quality' national dataset⁴⁹. It is important to note however, that the national dataset is of very low resolution, and it is not an accurate reflection of the agricultural land quality within the Neighbourhood Plan area.

Watercourses

The main watercourses which flow through the Neighbourhood Plan area are shown in Figure 4.1 (see Chapter 4) and include the River Avon, which passes along the eastern boundary.

The Neighbourhood Plan area is located within the 'Avon Salcombe and Kingsbridge'⁵⁰ catchment area. There are ten waterbodies located within this catchment area, with the 'Avon-Lower' (a tributary of the

⁴⁵ Defra (2009) Safeguarding our Soils: A strategy for England [online] available to download from: <<https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england>> last accessed [30/01/17]

⁴⁶ Defra (2011) Water for life (The Water White Paper) [online] available at <<http://www.official-documents.gov.uk/document/cm82/8230/8230.pdf>> last accessed [30/01/17]

⁴⁷ Defra (2011) Government Review of Waste Policy in England [online] available at: <<http://www.defra.gov.uk/publications/files/pb13540-waste-policy-review110614.pdf>> last accessed [30/01/17]

⁴⁸ Environment Agency Interactive Map: 'Pollution Incidents' [online] accessible via: <<http://apps.environment-agency.gov.uk/wiby/default.aspx>> last accessed [07/07/17]

⁴⁹ Natural England (2011): 'Agricultural Land Classification map South West Region', [online] available to download via: <<http://publications.naturalengland.org.uk/publication/144017?category=5954148537204736>> last accessed [16/02/18]

⁵⁰ Environment Agency (ca 2016): 'Avon Salcombe and Kingsbridge', [online] available to access via: <<http://environment.data.gov.uk/catchment-planning/OperationalCatchment/3022>> last accessed [19/02/18]

River Avon) joining the River Avon at the village of Aveton Gifford, approximately 3km to the east of the Neighbourhood Plan area. In regards to water quality, in 2016 the overall water quality for the 'Avon-Lower'⁵¹ was 'Good'; a status which was achieved in 2015.

Summary of future baseline

Due to increasing legislative and regulatory requirements, there are increasing pressures to improve recycling and composting rates.

In terms of water quality, the requirements of the Water Framework Directive are likely to lead to continued improvements to water quality in watercourses in the wider area. Water quality has the potential to be affected by pollution incidents in the area, the presence of non-native species and future physical modifications to waterbodies.

⁵¹ Environment Agency (ca 2016): 'Avon-Lower', [online] available to access via: <<http://environment.data.gov.uk/catchment-planning/WaterBody/GB108046004900>> last accessed [19/02/18]

Population and community

Context review

Key messages from the National Planning Policy Framework (NPPF) include:

- To 'boost significantly the supply of housing', local planning authorities should meet the 'full, objectively assessed need for market and affordable housing' in their area. They should prepare a Strategic Housing Market Assessment to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The Strategic Housing Market Assessment should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period.
- With a view to creating 'sustainable, inclusive and mixed communities' authorities should ensure provision of affordable housing onsite or externally where robustly justified.
- In rural areas, when exercising the duty to cooperate with neighbouring authorities, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Authorities should consider whether allowing some market housing would facilitate the provision of affordable housing to meet local needs.
- The NPPF attaches great importance to the design of the built environment. It explains how good design is a key aspect in sustainable development, and how development should improve the quality of the area over its lifetime, not just in the short term. Good architecture and landscaping are important, with the use of design codes contributing to the delivery of high quality outcomes. Design should reinforce local distinctiveness, raise the standard more generally in the area and address the connections between people and places.
- The social role of the planning system involves 'supporting vibrant and healthy communities'.
- The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities
- Promote the retention and development of local services and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.
- Ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. Places should contain clear and legible pedestrian routes, and high quality public spaces, which encourage the active and continual use of public areas.
- Ensuring that there is a 'sufficient choice of school places' is of 'great importance' and there is a need to take a 'proactive, positive and collaborative approach' to bringing forward 'development that will widen choice in education'.

The 'Ready for Ageing?' report, published by the Select Committee on Public Service and Demographic Change⁵² warns that society is underprepared for an ageing population. The report states that *'longer lives can be a great benefit, but there has been a collective failure to address the implications and without urgent action this great boon could turn into a series of miserable crises'*. The report recognises that the supply of specialist housing for the older generation is insufficient for the demand. There is a need for central and local Government, housing associations, and house builders to ensure that these housing needs are better addressed, giving as much priority to promoting an adequate market of social housing for the older generation as is given to the younger generation.

⁵² Select Committee on Public Service and Demographic Change (2013) Ready for Ageing? [online] available at: <http://www.parliament.uk/business/committees/committees-a-z/lords-select/public-services-committee/report-ready-for-ageing/> last accessed [03/11/17]

Policies contained in Chapter 1 'Using and managing land sustainably' and Chapter 4 'Increasing resource efficiency, and reducing pollution and waste' of the Government's 'A Green Future: Our 25 Year Plan to Improve the Environment' directly relates to the population and community SEA theme.

The Plymouth and South West Devon Joint Local Plan 2014-2034 has a range of policies which are related to Population and Community, these are as follows;

- SO11 – Delivering high quality development;
- SO8 – Maintaining the vitality and viability of the Smaller towns and Key Village;
- DEV8 - Meeting local housing need in the Thriving Towns and Villages Policy Area;
- DEV9 – Meeting local housing need in the Plan Area;
- DEV10 – Delivering high quality housing;
- DEV32 – Meeting the community infrastructure needs of new homes;
- TTV30 - Empowering local residents to create strong and sustainable communities;
- SPT3 – Provision for new homes; and
- DEV18 – Protecting local shops and services.

Summary of current baseline

Population

Table A.2: Population growth 2001-2011⁵³

Date	Bigbury	South Hams	South West	England
2001	582	81,849	4,928,434	49,138,831
2011	500	83,140	5,288,935	53,012,456
Population Change 2001-2011	-14.1%	+1.6%	+7.31%	+7.9%

As shown in Table A.2 the population of the Neighbourhood Plan area decreased between 2001 and 2011, in contrast to the increases observed for the South Hams, South West of England and England. Approximately 0.6% of the population of South Hams live within the boundary of the Bigbury Neighbourhood Plan area.

Age Structure

Table A.3: Age Structure (2011)⁵⁴

	Bigbury	South Hams	South West	England
0-15	8.2%	16.0%	17.6%	18.9%
16-24	8.8%	8.8%	17.6%	11.9%
25-44	15.4%	19.5%	24.6%	27.5%
45-59	27.0%	23.0%	20.1%	19.4%
60+	40.6%	32.8%	26.4%	22.3%

⁵³ ONS (no date): Census 2011: Population Density 2011 (Table QS102EW); Population Density 2001 (Table UV002)

⁵⁴ ONS (no date): Census 2011: Age Structure 2011 (Table KS102EW)

	Bigbury	South Hams	South West	England
Total Population	500	83,140	5,288,935	53,012,456

Generally, there are a higher proportion of residents within the 60+ age category in the Neighbourhood Plan area (40.6%) in comparison to the totals for South Hams (32.8%), the South West of England (26.4%) and England (22.3%), as shown in Table A.3. A similar proportion of residents are within the working age categories (25-44 and 45-59) in the Neighbourhood Plan area (42.4%) in comparison to the totals for the South Hams (42.5%), however this is lower than the totals for the South West of England (44.7%) and England (46.9%). The total percentage of younger residents (0-15 and 16-24) in the Neighbourhood Plan area (17.0%) is lower than the totals for the South Hams (24.8%), the South West of England (35.2%) and England (30.8%).

Household Deprivation

Census statistics measure deprivation across four 'dimensions' of deprivation, summarized below:

- **Employment:** Any person in the household (not a full-time student) that is either unemployed or long-term sick.
- **Education:** No person in the household has at least a level 2 qualification and no person aged 16-18 is a full-time student.
- **Health and Disability:** Any person in the household that has generally 'bad' or 'very bad' health, or has a long term health problem.
- **Housing:** The household accommodation is either overcrowded (with an occupancy rating of -1 or less), in a shared dwelling or has no central heating.

Table A.4: Relative household deprivation dimensions⁵⁵

	Bigbury	South Hams	South West	England
Household not deprived	49.3%	47.8%	44.8%	42.5%
Deprived in 1 dimension	37.2%	33.5%	33.2%	32.7%
Deprived in 2 dimensions	8.5%	15.5%	17.6%	19.1%
Deprived in 3 dimensions	4.5%	3.0%	4.0%	5.1%
Deprived in 4 dimensions	0.4%	0.2%	0.4%	0.5%

Based on the information presented in Table A.4, fewer households are deprived within the Neighbourhood Plan area (50.7%) in comparison to the South Hams (52.2%), the South West of England (55.2%) and England (57.5%). Out of the 50.7% of households which are deprived in the Neighbourhood Plan area, the majority are deprived in either one or two dimensions, similar to the regional and national trends.

Index of Multiple Deprivation

The Index of Multiple Deprivation 2015 (IMD) is an overall relative measure of deprivation constructed by combining seven domains of deprivation according to their respective weights, as described below. The seven deprivation domains are as follows:

⁵⁵ ONS (no date): Census 2011: 'Households by Deprivation Dimensions 2011 (Table QS119EW)

- **Income:** The proportion of the population experiencing deprivation relating to low income, including those individuals that are out-of-work and those that are in work but who have low earnings (satisfying the respective means tests).
- **Employment:** The proportion of the working-age population in an area involuntarily excluded from the labour market, including those individuals who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.
- **Education, Skills and Training:** The lack of attainment and skills in the local population.
- **Health Deprivation and Disability:** The risk of premature death and the impairment of quality of life through poor physical or mental health. Morbidity, disability and premature mortality are also considered, excluding the aspects of behaviour or environment that may be predictive of future health deprivation.
- **Crime:** The risk of personal and material victimisation at local level.
- **Barriers to Housing and Services:** The physical and financial accessibility of housing and local services, with indicators categorised in two sub-domains.
 1. 'Geographical Barriers': relating to the physical proximity of local services
 2. 'Wider Barriers': relating to access to housing, such as affordability.
- **Living Environment:** The quality of the local environment, with indicators falling categorised in two sub-domains.
 3. 'Indoors Living Environment' measures the quality of housing.
 4. 'Outdoors Living Environment' measures air quality and road traffic accidents.

Two supplementary indices (subsets of the Income deprivation domains), are also included:

- **Income Deprivation Affecting Children Index:** The proportion of all children aged 0 to 15 living in income deprived families.
- **Income Deprivation Affecting Older People Index:** The proportion of all those aged 60 or over who experience income deprivation.

Lower Super Output Areas (LSOAs) are a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. They are standardized geographies designed to be as consistent in population as possible, with each LSOA containing approximately 1,000 to 1,500 people. In relation to the IMD 2015, LSOAs are ranked out of the 32,844 in England and Wales, with 1 being the most deprived. Ranks are normalized into deciles, with a value of 1 reflecting the top 10% most deprived LSOAs in England and Wales.

E01020147: South Hams 008A covers the entirety of the Neighbourhood Plan area. As shown in Table A.5 below, there are notable contrasts between the IMD categories. The LSOA is within the top 20% least deprived deciles for the education, skills and training domain, the crime domain, the income deprivation affecting older people index, the children and young people sub-domain, the adult skills sub-domain, the wider barriers sub-domain and the outdoors sub-domain. Comparatively, the LSOA is within the top 10% most deprived decile for the barriers to housing and services domain, living environment domain, geographical barriers sub-domain and the indoors sub-domain. Overall, the LSOA is one of the top 50% most deprived in England.

Table A.5: Index of Multiple Deprivation 2015⁵⁶

IMD Category	Rank	Decile
Overall IMD	16,271	5
Income	22,763	7
Employment	23,435	8
Education, Skills and Training	27,669	9
Health Deprivation and Disability	24,515	8
Crime	30,307	10
Barriers to Housing and Services	1,874	1
Living Environment	1,038	1
Income Deprivation Affecting Children Index	24,025	8
Income Deprivation Affecting Older People Index	26,404	9
Children and Young People Sub- domain	27,114	9
Adult Skills Sub-domain	26,281	9
Geographical Barriers Sub-domain	708	1
Wider Barriers Sub-domain	27,165	9
Indoors Sub-domain	301	1
Outdoors Sub-domain	32,828	10

⁵⁶ DCLG (2015): 'English Indices of Deprivation', [online] available to download from:
<<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>> last accessed [28/03/17]

Housing Tenure

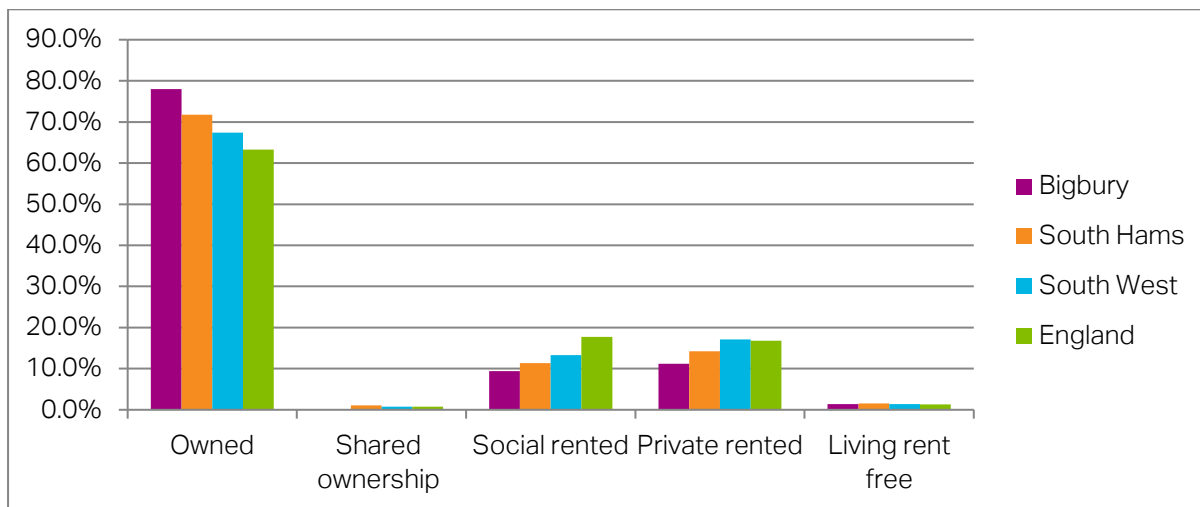


Figure A.1: 'Tenure by Household'⁵⁷

Within the Neighbourhood Plan area, 78.0% of residents in the Neighbourhood Plan area either own their home outright or with a mortgage, greater than the totals for the South Hams (71.7%), the South West of England (67.4%) and England (63.3%). There are fewer residents within socially rented accommodation and privately rented accommodation in the Neighbourhood Plan area in comparison to the regional and national totals shown in Figure A.1.

Education

Based on the 2011 census data, there are 15.9% of residents in the Neighbourhood Plan area with no qualifications, similar to the total for the South Hams (17.2%), but lower than the totals for the South West of England (20.7%) and England (22.5%). The percentage of residents in the Neighbourhood Plan area with a Level 4 qualification or above (35.5%) broadly aligns with the total for the South Hams (34.3%) but is higher than the totals for the South West of England (27.4%) and England (27.4%).

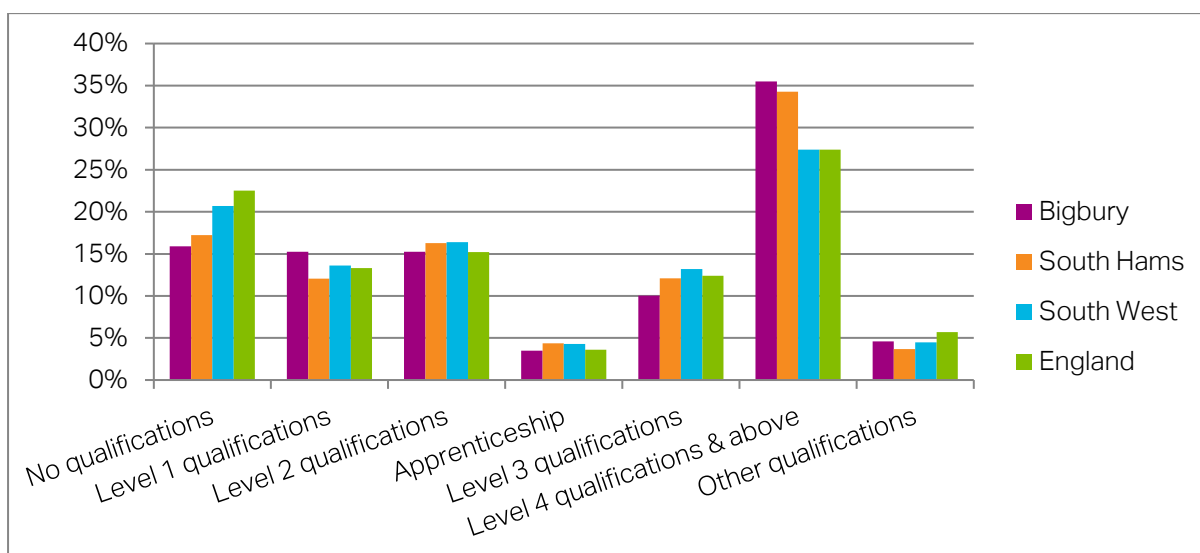


Figure A.2: 'Highest Level of Qualification'⁵⁸

⁵⁷ ONS (no date): Census 2011: Tenure-Households 2011 (Table QS405EW)

⁵⁸ ONS (no date): Census 2011: Highest Level of Qualification 2011 (Table QS501EW)

Employment

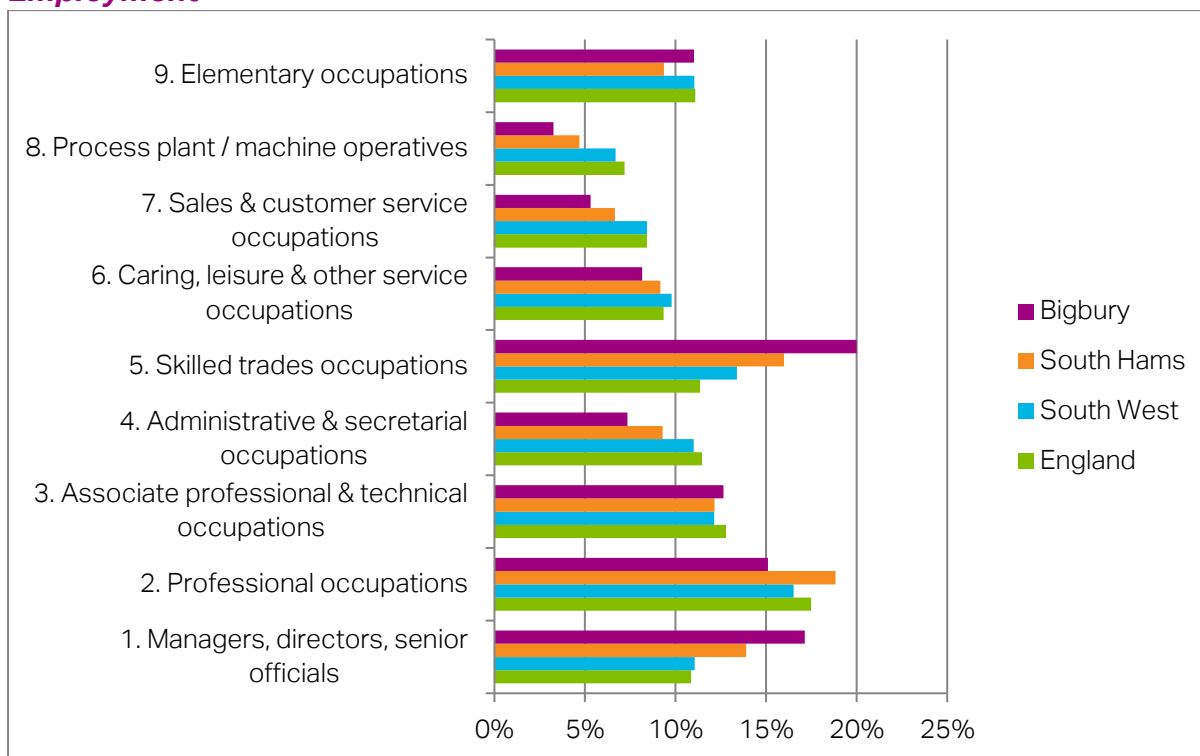


Figure A.3: 'Occupation of usual residents aged 16 to 74 in employment'⁵⁹

In regard to employment within the Neighbourhood Plan area, the following three occupation categories support the most residents:

- Skilled trades occupations (20.0%);
- Managers, directors, senior officials (17.1%); and
- Professional occupations (15.1%)

Overall, 52.2% of residents within the Neighbourhood Plan area are employed in one of the above three occupation categories, higher than the totals for the South Hams (48.7%), the South West of England (41.0%) and England (39.7%).

Comparatively, a smaller percentage of residents in the Neighbourhood Plan area are employed in 'sales and customer service occupations', 'process plant / machine operatives', 'administrative and secretarial occupations' and 'caring, leisure and other service occupations' in comparison to the regional and national trends.

Summary of future baseline

The population of the Neighbourhood Plan area decreased between the years 2001 and 2011 in comparison to the increases observed for South Hams, the South West of England and England. Similar to other areas of the UK, the Neighbourhood Plan area has an ageing population. This will place pressures on the existing services and facilities in addition to raising concerns over the suitability of housing for local requirements, which is dependent in part by the successful implementation of the policies contained in the emerging Joint Local Plan.

As the population of the Neighbourhood Plan area continues to rise and age, this could potentially negatively impact upon the future vitality of the local community and economy of certain parts of the Neighbourhood Plan area.

⁵⁹ ONS (no date): Census 2011: 'Occupation 2011' (Table KS608EW)

Health and wellbeing

Context review

Key messages from the NPPF include:

- The social role of the planning system involves ‘supporting vibrant and healthy communities’.
- A core planning principle is to ‘take account of and support local strategies to improve health, social and cultural wellbeing for all’.
- The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities’
- Promote the retention and development of local services and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.
- Set out the strategic policies to deliver the provision of health facilities.
- Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

The policies contained in Chapter 3 ‘Connecting people with the environment to improve health and wellbeing’ of the Government’s ‘A Green Future: Our 25 Year Plan to Improve the Environment’ directly relates to the health and wellbeing SEA theme.

In relation to other key national messages in relation to health, Fair Society, Healthy Lives⁶⁰ (‘The Marmot Review’) investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that there is: “overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities”.

The increasing role that local level authorities are expected to play in providing health outcomes is demonstrated by recent government legislation. The Health and Social Care Act 2012 transferred responsibility for public health from the NHS to local government, giving local authorities a duty to improve the health of the people who live in their areas. This will require a more holistic approach to health across all local government functions.

The Joint Strategic Needs Assessment (JSNA) for Devon identifies key features of interest within the area and raises important issues for discussion. The main challenges in Devon are linked to population, equality and diversity, economy, community and environment, deprivation, starting well, living well and ageing well.

The Plymouth and South West Devon Joint Local Plan 2014-2034 policy DEV1 – Protecting health and amenity states: ‘Development proposals will be required to safeguard the health and the amenity of local communities. In addition to measures set out in other policies of the plan, this will be through, as appropriate:

- Ensuring that new development provides for satisfactory daylight, sunlight, outlook, privacy and the protection from noise disturbance for both new and existing homes. Unacceptable impacts will be judged against the level of amenity generally in the locality.
- Ensuring that developments and public spaces are designed to be accessible to people with disabilities or for whose mobility is impaired by other circumstances.

⁶⁰ The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning [online] available to download from: <<http://www.apho.org.uk/resource/item.aspx?RID=106106>> last accessed [27/01/18]

- Requiring a Health Impact Assessment to be submitted as part of any Environmental Impact Assessment submitted in relation to planning applications for major development proposals.'

Summary of current baseline

Health indicators and deprivation

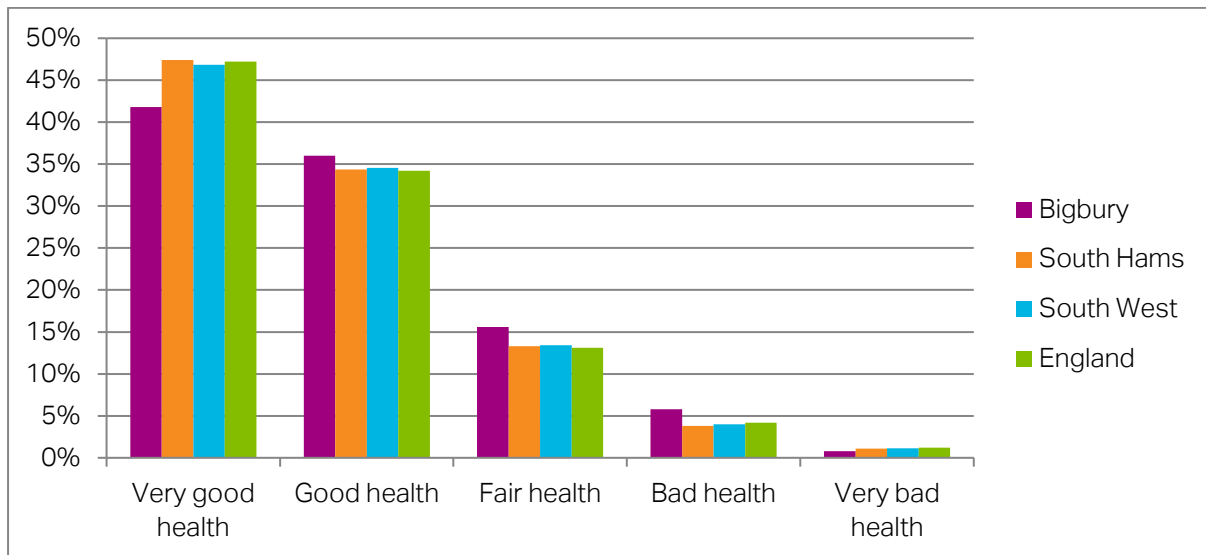


Figure A.4: 'General Health'⁶¹

Deprivation is a significant contributor to poor health and can have adverse effects on wellbeing, with elements related to poor housing quality, living environment, income and employment previously discussed in detail in Chapter 7. As highlighted in Figure 8.1, 77.8% of residents in the Neighbourhood Plan area consider themselves as having 'very good health' or 'good health', lower than the totals for the South Hams (81.8%), the South West of England (81.4%) and England (81.4%). Comparatively, the total percentage of residents in the Neighbourhood Plan area who report either 'bad health' or 'very bad health' (6.6%) is greater than the totals for the South Hams (4.9%), the South West of England (5.2%) and England (5.4%).

Based on the 2011 census data, the total number of residents within the Neighbourhood Plan area who report that their activities are limited 'a lot' is higher than the regional and national trends, as shown in Table 8.1. Overall, 78.4% of residents within the Neighbourhood Plan area report that their activities are not limited, which is lower than the totals for the South Hams (80.8%), the South West of England (81.6%) and England (82.4%).

Table A.6: Disability⁶²

	Bigbury	South Hams	South West	England
Activities limited 'a lot'	9.8%	8.2%	8.3%	8.3%
Activities limited 'a little'	11.8%	11.0%	10.2%	9.3%
Activities 'not limited'	78.4%	80.8%	81.6%	82.4%

⁶¹ ONS (no date): Census 2011: 'General Health 2011' (Table QS302EW)

⁶² ONS (no date): Census 2011: 'Long-term Health Problem or Disability 2011' (Table QS303EW)

Summary of future baseline

Health and wellbeing levels within the Neighbourhood Plan area are generally good, with a high percentage of residents reporting 'good' or 'very good' health, and a low percentage of residents reporting that their activities are limited in some way. Nevertheless, the totals for the Neighbourhood Plan area are lower than the regional and national trends.

An ageing population within the Neighbourhood Plan area might place future pressures on health services in the area. Similarly, ongoing cuts to community services have the potential to lead to effects on health and wellbeing over the long term. Furthermore, as the population is reducing in size, there is the potential for negative impacts to the community vitality of the Neighbourhood Plan area.

In addition to the main challenges outlined in the JSNA for Devon, obesity is seen as an increasing issue by health professionals, and one that will contribute to significant health impacts on individuals, including increasing the risk of a range of diseases, including heart disease, diabetes and some forms of cancer.

Transportation

Context review

European and UK transport policies and plans place emphasis on the modernisation and sustainability of the transport network. Specific objectives include reducing pollution and road congestion through improvements to public transport, walking and cycling networks and reducing the need to travel. National policy also focuses on the need for the transport network to support sustainable economic growth.

At the local level, each Local Transport Authority in England and Wales has a statutory duty to produce and adopt a Local Transport Plan through the Local Transport Act 2000, as amended by the Local Transport Act 2008. The Local Transport Plan 2011-2026 for Devon and Torbay aims to deliver a transport system to meet economic, environmental and social challenges. The plan is seeking to deliver the aspirations of Devon and Torbay councils, stakeholders, businesses and the public. To achieve Devon and Torbay's vision the strategy has five key objectives:

- 'Deliver and support new development and economic growth;
- Make best use of the transport network and protect the existing transport asset by prioritising maintenance;
- Work with communities to provide safe, sustainable and low carbon transport choices;
- Strengthen and improve the public transport network; and
- Make Devon the 'Place to be naturally active'.

The Plymouth and South West Devon Joint Local Plan 2014-2034 policy SPT9 – Strategic principles for transport planning and strategy states that the 'Local Planning Authorities and the local highway authorities of Plymouth and Devon, working with key transport stakeholders, will deliver an integrated approach to transport and planning, delivering a strategic approach to transport. This is supported by policy DEV31 – Specific provisions relating to transport.

Summary of current baseline

Rail network

The Neighbourhood Plan area is not directly connected to the rail network, with no stations located within its boundaries. The nearest railway station to the Neighbourhood Plan area is Ivybridge, approximately 12km to the north. Ivybridge station is a calling point for intermediate services between Cornwall and Exeter. A wider range of services are available from Totnes, including stations in Cornwall, Plymouth, Exeter, Taunton, Reading, London, Bristol and the midlands and the north.

Bus network

In regard to the local bus network, there is currently only one service per week. It leaves at 09:30am on Friday mornings from Bigbury on Sea, calling at Bigbury Village, St Ann’s Chapel, Ringmore and Kingston and Modbury before reaching the city of Plymouth. The journey takes approximately 2 hours, which would otherwise take approximately 40 minutes via car. Departing at 13:30, the return journey calls at the same places on the way back to Bigbury on Sea.

Road network

In relation to the road network, the Neighbourhood Plan is not within close proximity to the national network. The A379 is located approximately 1.5km to the east of the Neighbourhood Plan area, connecting residents to the settlements of Kingsbridge via Aveton Gifford (approximately 8km to the south east) and Plymouth via Modbury, Yealmlton and Brixton (approximately 15km to the north west).

The B3392 is the principal route passing through the Neighbourhood Plan area, connecting residents within Bigbury on Sea, Bigbury Village and St Ann’s Chapel to the A379 (to the north of the Neighbourhood Plan area). Additionally, there is a network of smaller country roads and lanes which pass through the Neighbourhood Plan area, connecting residents to the nearby settlements of Challaborough and Ringmore (directly to the west of the Neighbourhood Plan area) and Aveton Gifford to the east (including via a tidal road which is located adjacent to the River Avon).

Cycle and footpath network

As of February 2018, there are no National Cycle Network routes passing through the Neighbourhood Plan area⁶³, with the nearest route (route 28) accessible via the nearby settlement of Aveton Gifford, located approximately 1.5km to the east.

In regards to the local footpath network, the South West Coast Path⁶⁴ passes through the village of Bigbury on Sea and extends over 1,000km around the south west coastline through Dorset, Devon, Cornwall and Somerset.

Availability of cars and vans

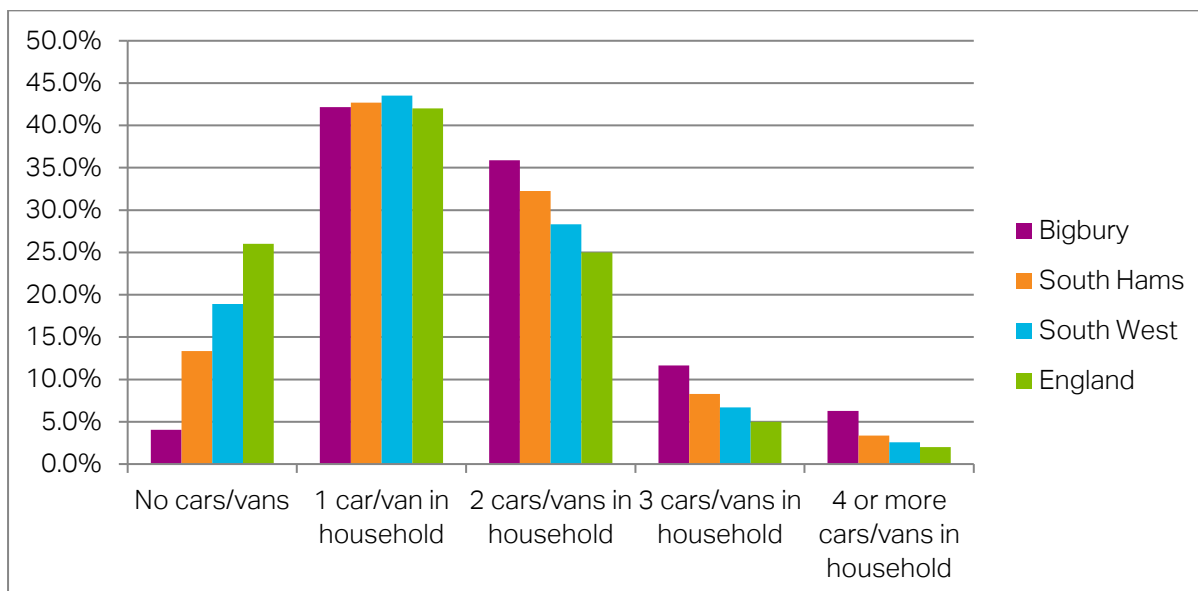


Figure A.5: Car and van ownership⁶⁵

⁶³ Sustrans (2017): 'National Cycle Network Map', [online] available to view via: <<http://www.sustrans.org.uk/ncn/map>> last accessed [05/07/17]

⁶⁴ South West Coastal Path Association (2018): 'South West Coast Path: Interactive Map', [online] available to access via: <<https://www.southwestcoastpath.org.uk/#>> last accessed [19/02/18]

⁶⁵ ONS (no date): 'Car or Van Availability 2011', (Table QS416EW)

Based on the 2011 census data, 96.0% of households in the Neighbourhood Plan area have access to at least one car or van, almost 10% higher than the total for South Hams (86.7%), approximately 15% higher than the total for the South West of England (81.1%) and over 20% higher than the total for England (74.2%).

The most popular method of travelling to work in the Neighbourhood Plan area is via driving a car or van (40.7%), broadly aligning with the totals for South Hams (41.1%) and the South West of England (41.4%), but greater than the national total of 36.9%. Only 4.0% of the working population in the Neighbourhood Plan area choose to walk, take the train or catch a bus, coach or minibus to work. This is lower than the averages for the South Hams (11.5%), the South West of England (13.2%) and England (15.0%). Additionally, 13.2% of the working population in the Neighbourhood Plan area choose to work from home, which is noticeably higher than the regional and national trends.

New development has the potential to increase traffic and cause congestion within the Neighbourhood Plan area, principally at junctions on key routes.

Public transport use is likely to remain low compared with private car use. This is due to the infrequent nature of the bus services provided within the area and the absence of a train station within the Neighbourhood Plan area.

Whilst negative effects of new development on the transport network are likely to be mitigated in part by 2014 Joint Core Strategy and the Devon and Torbay LTP, there will be a continuing need for development to be situated in accessible locations.

the 1990s, the number of people in the UK who are employed in the public sector has increased from 10.5 million to 12.5 million (12% of the population).

There are a number of reasons for this increase. The first is that the public sector has become a major employer of young people.

The second reason is that the public sector has become a major employer of people with disabilities.

The third reason is that the public sector has become a major employer of people who are over 50 years of age.

The fourth reason is that the public sector has become a major employer of people who are over 65 years of age.

The fifth reason is that the public sector has become a major employer of people who are over 70 years of age.

The sixth reason is that the public sector has become a major employer of people who are over 75 years of age.

The seventh reason is that the public sector has become a major employer of people who are over 80 years of age.

The eighth reason is that the public sector has become a major employer of people who are over 85 years of age.

The ninth reason is that the public sector has become a major employer of people who are over 90 years of age.

The tenth reason is that the public sector has become a major employer of people who are over 95 years of age.

The eleventh reason is that the public sector has become a major employer of people who are over 100 years of age.

The twelfth reason is that the public sector has become a major employer of people who are over 105 years of age.

The thirteenth reason is that the public sector has become a major employer of people who are over 110 years of age.

The fourteenth reason is that the public sector has become a major employer of people who are over 115 years of age.

The fifteenth reason is that the public sector has become a major employer of people who are over 120 years of age.

The sixteenth reason is that the public sector has become a major employer of people who are over 125 years of age.

The seventeenth reason is that the public sector has become a major employer of people who are over 130 years of age.

The eighteenth reason is that the public sector has become a major employer of people who are over 135 years of age.

The nineteenth reason is that the public sector has become a major employer of people who are over 140 years of age.

The twentieth reason is that the public sector has become a major employer of people who are over 145 years of age.

The twenty-first reason is that the public sector has become a major employer of people who are over 150 years of age.

The twenty-second reason is that the public sector has become a major employer of people who are over 155 years of age.

The twenty-third reason is that the public sector has become a major employer of people who are over 160 years of age.

The twenty-fourth reason is that the public sector has become a major employer of people who are over 165 years of age.

The twenty-fifth reason is that the public sector has become a major employer of people who are over 170 years of age.