

10. EXMOOR'S SETTLEMENTS

Objective 11: *To enable Exmoor's communities and partnerships to plan development in their neighbourhoods to help meet their needs and aspirations while conserving the special qualities of the National Park.*

10.1 This section of the Local Plan sets out information that applies to named settlements within the National Park (GP3 Spatial Strategy). For each settlement there is an inset map to the Policies Map and written statement.⁴⁴⁷ The written statement outlines the key characteristics of each settlement in relation to its setting, built environment and local services. Where they have been prepared, parish and other community-led plans have also been taken into account.

10.2 The inset maps associated with each settlement identify particular areas or features that are important for social or environmental reasons, which are needed to interpret and apply Local Plan policies at a settlement level including areas at risk of flooding, wildlife designations, conservation areas and, in some cases, land safeguarded for community services or facilities. The settlements are arranged in alphabetical order.

Supporting Local Communities

Context

10.3 Policy ES-S1 positively supports local communities that wish to progress community-led initiatives together with advice and support provided by the National Park Authority and other relevant partners and organisations, to help identify and plan for their priorities that will help to sustain and enhance Exmoor's settlements in the longer term.

10.4 Local Plans are key to delivering sustainable development that reflects the vision and aspirations of local communities and also provides a framework to enable local people to produce their own distinctive plans for their neighbourhood or parish area.

10.5 Core planning principles include empowering local people to shape their surroundings with succinct local and neighbourhood plans and supporting community-led initiatives for renewable and low carbon energy.⁴⁴⁸

10.6 The National Parks' Circular vision particularly identifies the communities of the National Parks taking an active part in decisions about their future in terms of transforming to a low carbon society and sustainable living.⁴⁴⁹ Progress towards achieving the vision can be made through National Park Authorities and key partners together fostering and maintaining vibrant, healthy and productive living and working communities. Resident communities are acknowledged as having the awareness of the special value of their own locality and should be encouraged to take an increasingly active role in decision making.

10.7 The 21 'Your Future Exmoor' (YFE) consultation events held in towns and villages across Exmoor gave communities the opportunity to raise issues in relation to their parish and settlement and to highlight what they particularly valued.⁴⁵⁰ Some common issues raised by communities through the YFE events included the importance of local services, reducing unnecessary signage and light pollution, provision of affordable housing for local communities, and the lack of mobile phone and broadband coverage. Where these more general issues relate to development and land use, they are addressed through relevant policies in the Local Plan and actions set out in the Partnership Plan 2012 -17.

10.8 It is recognised that the issues raised at the 'YFE' events are derived from the time these consultations took place and that subsequent community projects and priorities could arise during the lifetime of the Local Plan. Communities may wish to address such issues through a project, parish/community plan or the preparation of a planning document.

10.9 The Partnership Plan 2012-17 includes a strategic activity under Priority C1, for partners "to support and work with Exmoor's communities to plan for and achieve their aspirations".⁴⁵¹ Therefore, proposals for projects or plans that communities would like to progress can be addressed through the

⁴⁴⁷ The inset maps for each settlement will form part of the Exmoor National Park Policies Map (A2 and A3 inset maps are found at the end of the Plan).

⁴⁴⁸ DCLG (2012) National Planning Policy Framework (paragraph 17). DCLG

⁴⁴⁹ DEFRA (2010) English National Parks and the Broads UK Government Vision and Circular

⁴⁵⁰ ENPA (2010) Your Future Exmoor (YFE) consultation events January – March 2010 (full feedback report), ENPA, Dulverton

⁴⁵¹ ENPA (2012) Exmoor National Park Partnership Plan 2012-2017, ENPA, Dulverton

Partnership Plan. This is a practical and positive means of identifying and progressing community aspirations that can be revised as new projects/plans come forward, and enable progress with existing projects to be monitored.

10.10 Support and advice may include working with communities to help bring forward development that accords with the policies set out in the Local Plan. Suitable tools could include parish plans, supplementary planning documents (SPDs) or Area Action Plans for larger projects. The National Park

Authority also has a duty to support Neighbourhood Planning including the preparation of Neighbourhood Plans to address specific issues within a community including neighbourhood development plans, neighbourhood development orders, and community right to build. The Authority will provide advice to communities, including whether a strategic environmental assessment or habitat regulations assessment will be required in the preparation of such plans. Neighbourhood plans should be in general conformity with the strategic policies of the Local Plan.

ES-S1 Supporting Local Communities

Where parish and town councils and local communities have identified priorities and plans for the development they need to sustain their settlements over the longer term, the National Park Authority will provide advice and support to help achieve these aims where they are consistent with the Local Plan.



Porlock

Key to Inset Maps

	Site of Special Scientific Interest		Historic Settlement Core
	Special Areas of Conservation - Exmoor Heaths		Important Open Space - Recreation
	Special Area of Conservation - Exmoor & Quantock Oakwoods		Important Visual Amenity Space
	Local Wildlife Site		Community Safeguarding Areas
	Regionally Important Geological Site		Heritage Coast
	Regionally Important Geological Site		Coastal Change Management Area
	Section 3 - Cliff and Foreshore		Flood Zones - 2 and 3 Combined
	Section 3 - Woodland		Water Bodies
	Section 3 - Moor and Heath		Dark Sky Reserve Core Zone
	Tree Preservation Order - Woodland		Dark Sky Reserve Critical Buffer Zone
	Tree Preservation Order - Tree		Route of the Lynton to Barnstaple Railway (dismantled)
	Veteran Tree		Route of the West Somerset Mineral Line (dismantled)
	Orchard of Landscape Importance	Exmoor Route Network	
	Groundwater Source Protection Zones		A roads
	Historic Parks and Gardens		B road and Access Route
	Listed Buildings		County Freight Route
	Scheduled Monuments		Local Freight Route
	Conservation Area		

DISCLAIMER

The Policies Map (including Inset Maps) have been produced with the most current data available at the time of print. Some information on the Policies Map is shown with the consent of external organisations. Enquiries regarding any external information should be directed to the relevant organisation.

The Policies Maps can be viewed online at the Exmoor National Park Authority website.

Barbrook Village

Setting

10.11 The settlement of Barbrook is within the parish of Lynton and Lynmouth. The village lies on the junction of the B3234 and the A39 approximately one mile south from the larger settlement Lynton & Lynmouth. The character and form of the village are influenced by its valley setting. Additionally, the main roads that pass through Barbrook and the level of traffic, particularly during the peak holiday season, have an impact.

10.12 Barbrook has an impressive landscape setting within densely wooded valleys that form a backdrop to the village. Some areas of the surrounding woodlands are protected by tree preservation orders (TPOs), or are local wildlife sites or identified as woodland whose natural beauty is particularly important to conserve (Section 3 woodland⁴⁵²). Land to the north side of Dean Steep is a Site of Special Scientific Interest (SSSI) that was notified due to its geological significance that includes the former quarry area.

Built Environment

10.13 There are a number of small traditional cottages grouped around the A39 and West Lyn River. The settlement has expanded along the A39 towards Dean Steep and the B3234 towards Lynton due to a

considerable level of post-war development continuing to the 1980s. Some of this post-war development replaced buildings lost during the 1952 flood disaster.

Local Services

10.14 Although the Post Office closed through the 2008 round of closures, there is a petrol filling station and convenience shop at Cherry Bridge in the centre of the village. The petrol station is the closest such facility for some distance and is an important local service for the wider community as well as for visitors to the National Park. There is also a plant nursery on the edge of the village.

10.15 The village has access to public transport via the year-round, daily bus service from Lynton & Lynmouth to Barnstaple. Barbrook also benefits from the Ilfracombe Ring & Ride community transport scheme.

Lynton & Lynmouth Neighbourhood Plan

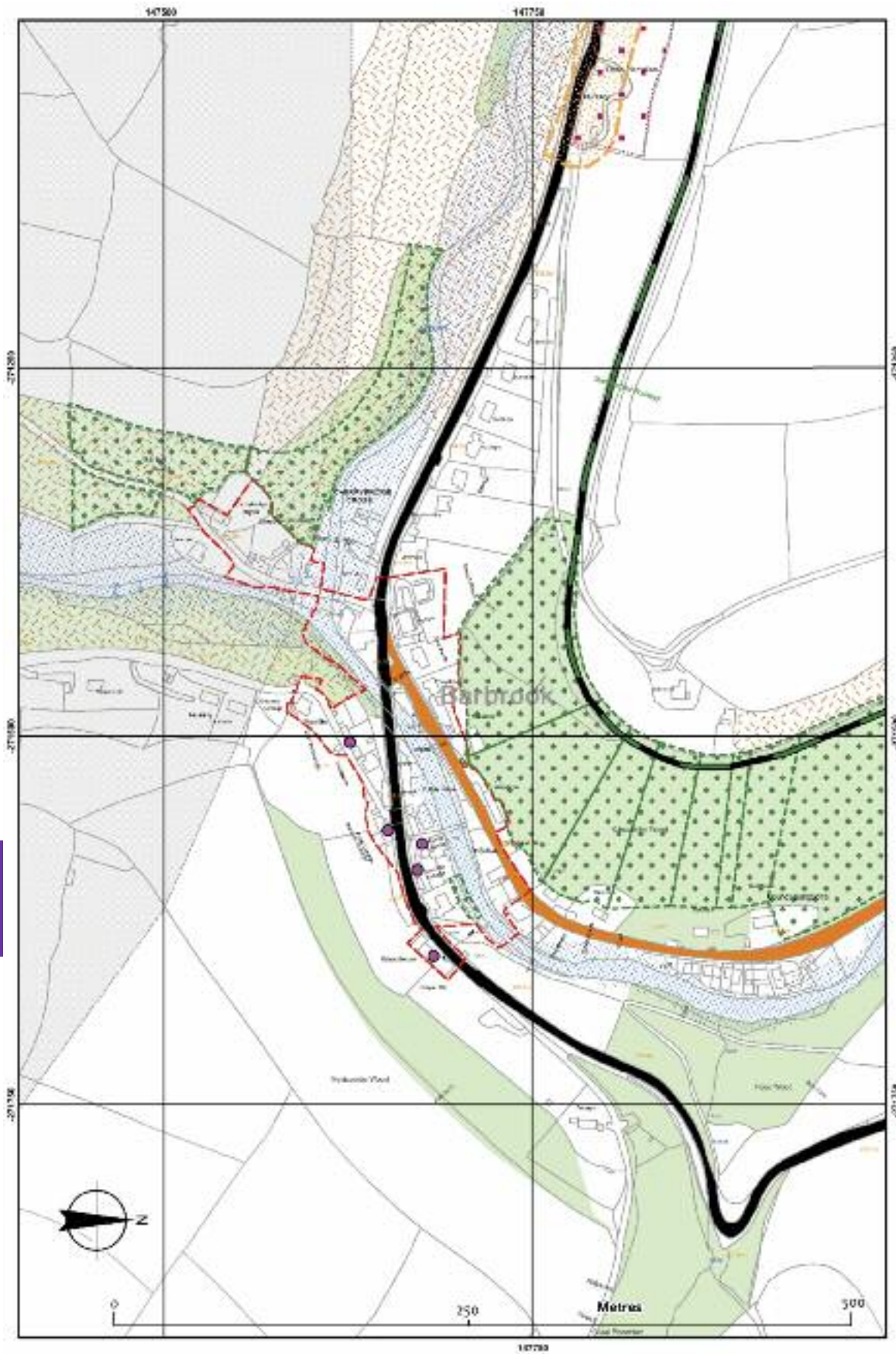
10.16 Barbrook is within the Lynton and Lynmouth neighbourhood plan area. Lynton & Lynmouth Town Council, with the support of other partners, were successful in their bid to become one of the first areas in the country to trial Neighbourhood Planning. The Lynton & Lynmouth neighbourhood plan was brought into force as part of the development plan for the area in December 2013.



⁴⁵² HM Government (1985) Wildlife and Countryside (Amendment) Act 1985(Section 3 Maps of National Parks). The Stationery Office, London (Section 3 Maps of National Parks)

Inset map 1: Barbrook

Policies map
Adopted July 2017



© Crown copyright and database rights 2018 Ordnance Survey 100024878

Settlement is partially within Dark Sky Reserve Critical Buffer Zone.

Brendon Village

Setting

10.17 Brendon is a small village situated in the East Lyn valley, some four miles east of Lynton & Lynmouth, within the North Devon area of the National Park. The village is immediately surrounded by permanent pasture, but set within a landscape of a high coastal woodland combes. Brendon is accessed via a number of minor roads leading off the A39 and B3223.

10.18 Due to its riverside setting, a considerable area of the village is within an area at risk of flooding, including local amenities. Mill Wood to the west of the village is part of the Exmoor and Quantocks Oakwoods Special Area of Conservation (SAC), an internationally designated habitat. Potentially there are recreational and air quality impacts on lichens and bryophytes.



Built Environment

10.19 The village is linear in form due to the steep valley sides and riverside setting, and development tends to front directly on to the road. Grey sandstone, white painted stone and slate roofs are the principal building materials of the traditional cottages, farms and farm buildings. Leeford Bridge and the bridge immediately to the south are both Grade II listed structures as is Hall Farmhouse at the edge of the settlement. Modern development has centred around the area of Leeford Green and predominantly consists of large detached dwellings set back from the road.

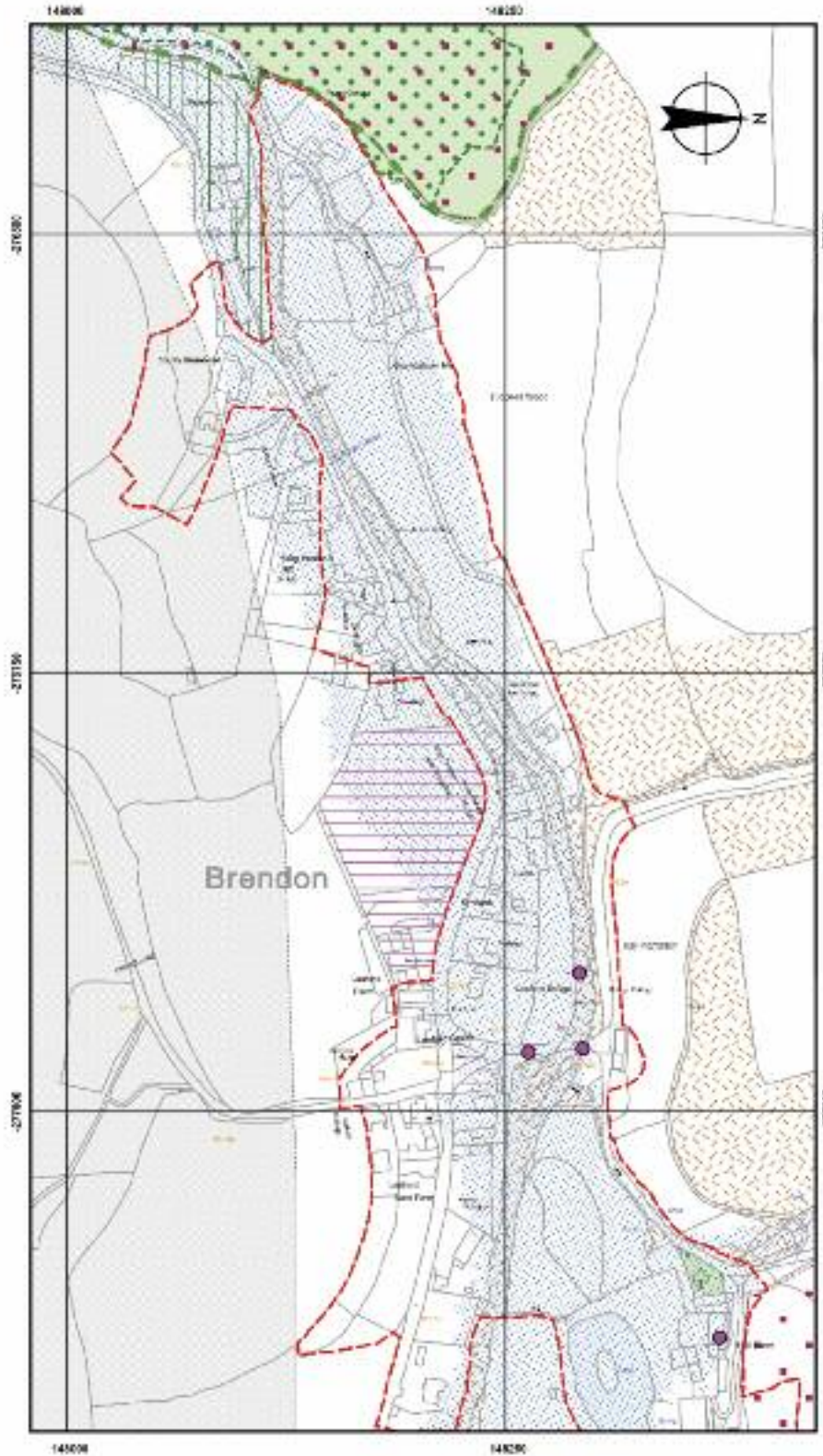
Local Services

10.20 Brendon is popular with tourists due to its attractive moorland and valley setting particularly in relation to the 'Doone Valley' from Malmsmead following Badgworthy Water upstream. Tourism is essential to the local economy with several local businesses reliant on visitors to the area, including the Staghunters Inn Hotel, and other guest houses and B&Bs in the village.

10.21 Brendon has no public transport serving the local community although the parish is within the Ilfracombe Ring and Ride community transport scheme.

Inset map 2: Brendon

Policies map
Adopted July 2017



© Crown copyright and database rights 2018 Ordnance Survey 100024878

Settlement is partially within Dark Sky Reserve Critical Buffer Zone.



Bridgetown and Exton Village

Setting

10.22 The adjoining settlements of Bridgetown and Exton are the two main settlements in Exton parish and are generally considered as one community. For this reason, they are identified as one settlement within the Local Plan. The A396 is one of the main tourist routes in the National Park and passes directly through Bridgetown.

10.23 Bridgetown and Exton lie in the incised, wooded Exe Valley, interspersed with improved pasture that defines much of the floodplain landscape. Bridgetown Wood and Rabbit Wood are designated local wildlife sites.



Built Environment

10.24 The settlement of Bridgetown is linear in form as it follows the river valley and is largely aligned with the main road. Due to its proximity to the River Exe, a number of buildings are at risk of flooding. Exton is a more tightly knit group of traditional buildings that includes the parish church, on the steep hillside north-east of Bridgetown. Due to its topography and built form there are some issues with access and parking.

10.25 Many of the traditional buildings within the settlements are exposed stone or rendered stone with slate roofs. Most modern development has been located in Bridgetown, as infill development

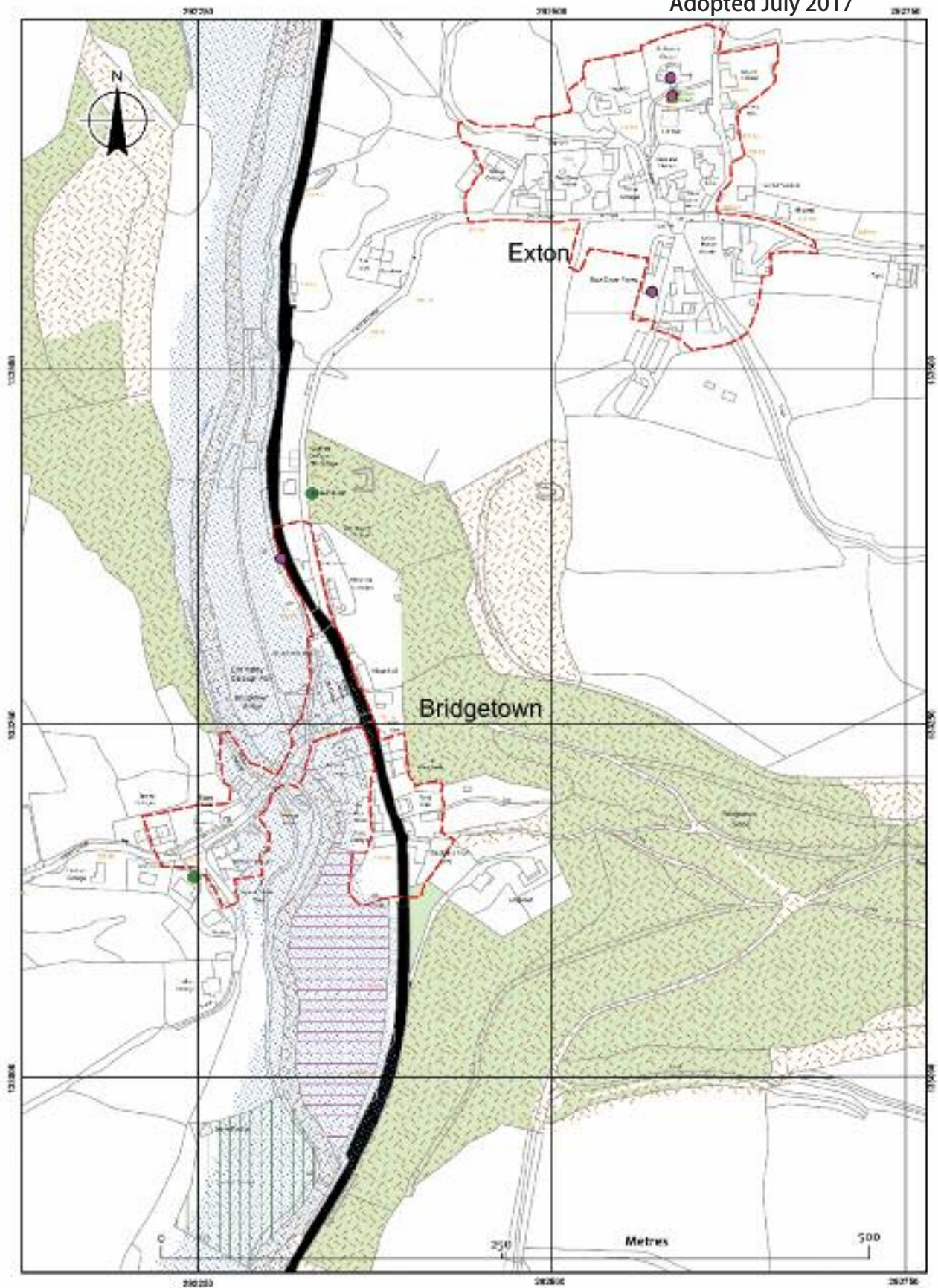
along the A396 and to the west of the River Exe along Week Lane.

Local Services

10.26 Community facilities within Bridgetown include the pub, cricket ground and the village hall. There is also a camping and caravan site in the village next to the River Exe. A regular bus service, between Minehead and Tiverton, serves the settlements six days a week. A demand responsive transport initiative is also available for communities in West Somerset.

Inset map 3: Bridgetown & Exton

Policies map
Adopted July 2017



Brompton Regis Village

Setting

10.27 The settlement of Brompton Regis lies five miles east of Dulverton on the Brendon Hills. It is surrounded by rolling farmland with wooded valleys to the south and west and views across to Haddon Hill. The village is served by a network of single track roads leading off the B3190 and B3224. The road from Heath Poul Cross to Machine Cross, less than a mile to the west, is also part of the local freight route that links with the B3224 and B3190. Wimbleball Lake lies two miles to the east and is a key visitor attraction for the area.

Built Environment

10.28 Much of the historic core of Brompton Regis is clustered around the listed Grade II* parish church of St Mary. These older buildings are cottages built of rendered stone which would formerly have been lime-washed and roofed in local slate. More modern housing development such as Brompton Meadows and Haddon Close has taken place along the main approach roads to the village.

Local Services

10.29 The George Meadow Millennium Green is an important open space and amenity area for the community. Key community facilities are the public house and the village hall which also hosts the village shop run by volunteers and twice a week the outreach Post Office service. The former Post Office and Village Shop discontinued trading in 2008 due to the round of Post Office closures.

10.30 There is no regular daily bus service calling at Brompton Regis. A single bus service runs from Dulverton to Minehead via Brompton Regis, once a week. Brompton Parish Lifts is a community car scheme that provides a valuable transport service for those unable to access private transport and a demand responsive transport initiative is also available for communities in West Somerset.



Brompton Regis

Challacombe Village

Setting

10.31 Challacombe lies in the shallow valley of the upper reaches of the Bray River, surrounded by permanent pasture which extends out to high moorland. It is accessed via the B3358 which is one of the main transport routes that pass through the National Park. Several properties that are sited close to the minor road following the river are within an area at risk of flooding. A local wildlife site also adjoins the settlement to the rear of Home Place on Barton Plantation fields.

See Inset Map 5 on pages 288-289

Built Environment

10.32 The dispersed pattern of the settlement includes buildings each side of the B3358 along Bickfont Hill to Barton Gate, and those extending along the river valley towards Challacombe Bridge. Many of the buildings in the village are traditional cottages with rendered stone or cob walls with slate roofs. The historic core of the village includes much of the built development within the valley setting; the footbridge near Town Farm is a Grade II listed structure and is the only listing within the main settlement. More modern development has been limited and includes some post-war terraced housing at the top of Bickfont Hill and some detached residences close to the main settlement grouping.

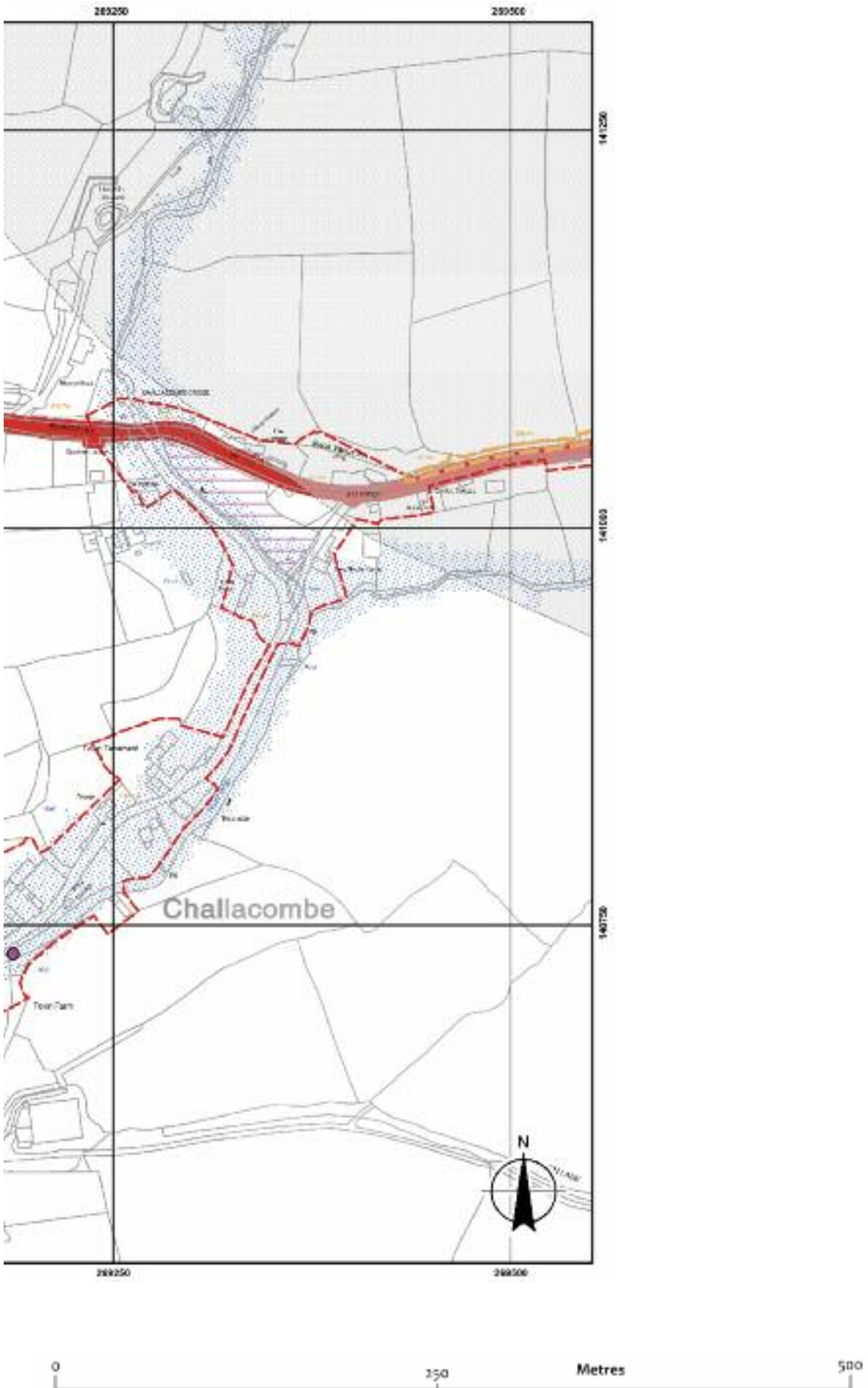


Challacombe

Local Services

10.33 The main community services in the village are the Post Office & Stores and the Black Venus Inn. The local economy is dependent on farming and tourism with a number of holiday lets (one including a health spa) and a small camp site in the village.

10.34 There is no bus service for Challacombe. The nearest access point for a bus service is over two miles away at Friendship Cross. The Ilfracombe Ring and Ride community transport scheme is available for residents who do not have access to private transport.



Cutcombe and Wheddon Cross Village

Setting

10.35 Cutcombe and Wheddon Cross are the largest settlements in the parish of Cutcombe. Due to their proximity, they are generally considered to be one settlement and are identified as such for the Local Plan.

10.36 The village lies within a farmed landscape of permanent pasture land enclosed by hedgebanks. The landscape setting of the settlements is strongly influenced by the incised wooded valleys surrounding the settlement, and the open moorland of Dunkery Hill. At a height of approximately 300 metres, the settlement is very prominent in the landscape and is visible from several miles away, including from Dunkery Beacon.

Built Environment

10.37 The historic core of the settlement centres on the Grade II* St John's Church and Codecombe House in Cutcombe, whilst older properties in Wheddon Cross have developed around the crossroads of the A396 and B3224. The main traffic problem experienced is congestion around the crossroads particularly where the roads narrow between buildings which immediately front the road. Congestion most frequently occurs during the peak tourist season due to the volume of traffic on the main transport routes, and when large vehicles meet.

10.38 There has been considerable post-war development in both Cutcombe and Wheddon Cross. The redevelopment of the former Livestock Market site included, at Meadow Close, new affordable homes to meet local housing need.

See Inset Map 6 on pages 292-293



Cutcombe and Wheddon Cross Village



Local Services

10.39 For a village of its size, there is a relatively wide range of facilities and services including Cutcombe First School, the petrol station with a shop and Post Office, recreation facilities, pub, and the Moorland Hall. There is a regular bus service that runs 6 days a week between Minehead and Dulverton.

10.40 Agriculture is an important part of the local economy and character of the parish, with a local livestock market at the centre of Wheddon Cross which is important both locally and for the farming community of the National Park. There are a number of businesses within the village that serve the local

community and tourists. Many of the businesses, including light industry, provide a range of employment opportunities for people in the local area. Recent economic opportunities have been provided through the provision of business units as part of the redevelopment of the livestock market site.

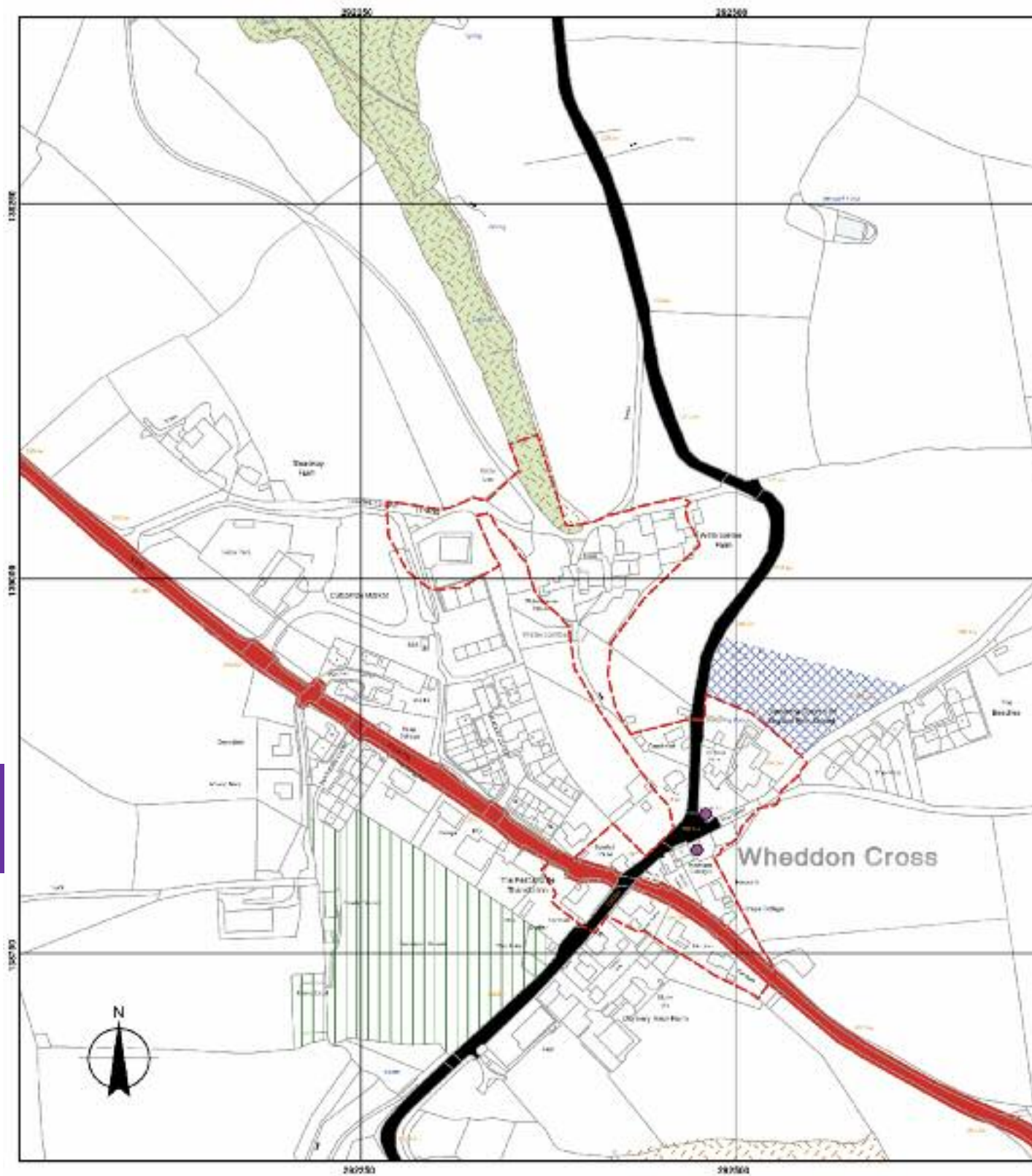
Potential Community Project

10.41 Cutcombe First School occupies a particularly restricted site. Traffic safety problems exist and there are staff parking difficulties. It is proposed that part of the adjacent field is safeguarded to extend the school site in due course. The school also requires land for playing field use.

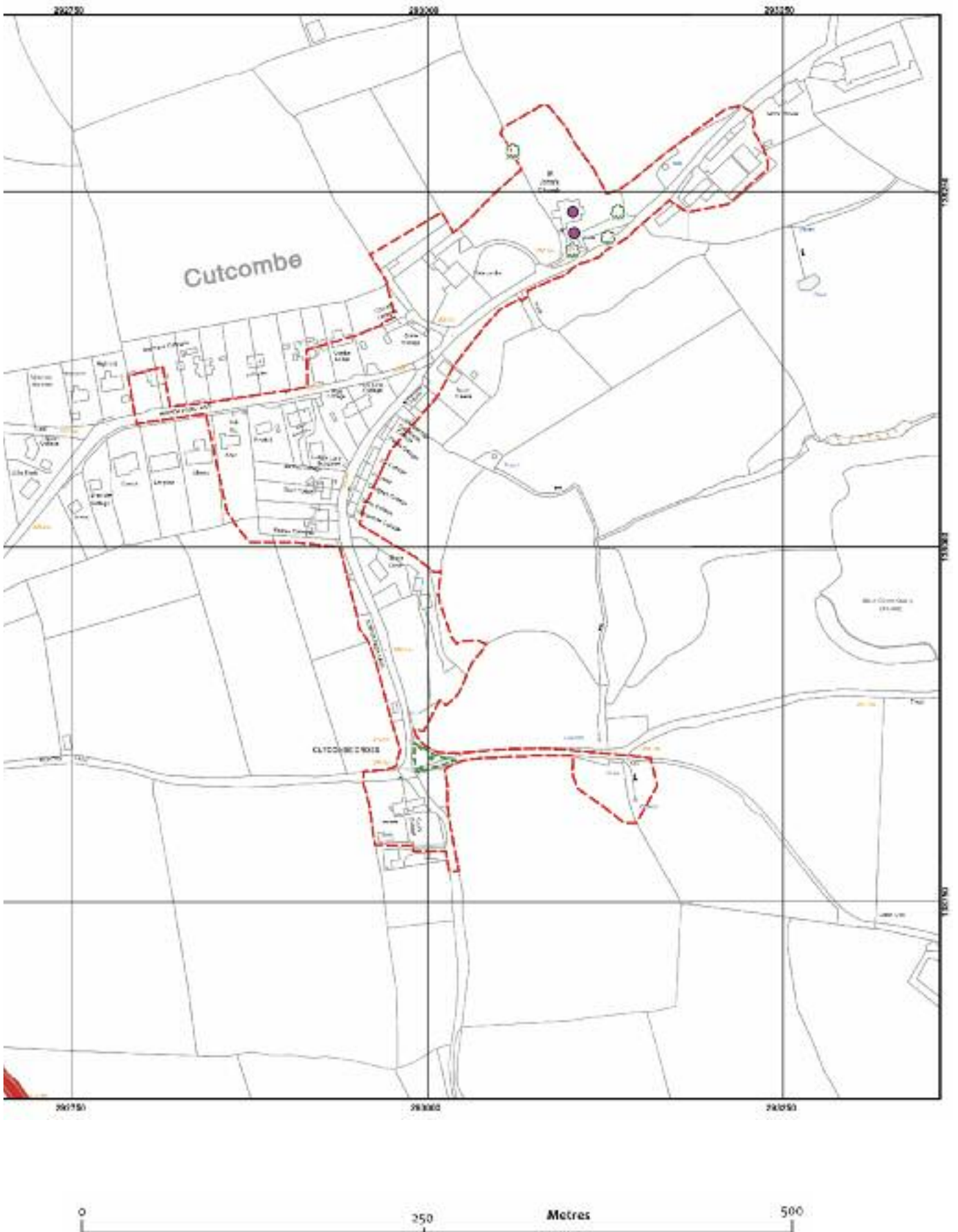
ES-D1 Cutcombe and Wheddon Cross Community Safeguarding Area

Land to the north of Cutcombe First School, as shown on Inset Map 6, is safeguarded for an extension to the school site and school playing field

Inset map 6: Cutcombe & Wheddon Cross



Policies map
Adopted July 2017



Dulverton Local Service Centre



Setting

10.42 Dulverton lies on the southern boundary of the National Park within the incised wooded valley landscape character area of the River Barle. The Barle valley broadens considerably and much of the town has a gently sloping south and west facing aspect with some areas at risk of flooding. The main A396 route lies a mile to the east with the B3222 passing directly through the town via the High Street and the B3223, leading off from Fore Street towards Winsford Hill.

10.43 The surrounding woodland areas are important for wildlife, particularly Burrige Woods, and are internationally designated for their wildlife importance (Exmoor & Quantocks Oakwoods SAC) and the River Barle supports otters.

10.44 A number of trees within and adjoining the settlement are protected through Tree Preservation Orders. The parkland surrounding Pixton House also has a number of veteran trees, and is important to the landscape setting of the town.

Built Environment

10.45 The inherent character of Dulverton is that of a long established small market town. The conservation area was designated in 1994 and includes most of the earlier pre-19th century settlement. Dulverton retained its compact plan until the early 20th century with the main concentration of buildings in Fore Street, High Street and Bank Square and adjoining lanes.

10.46 The post-war development of housing estates to the east of the historic settlement has in effect doubled the size of the built-up area. The pattern of development bears very little resemblance to the historic core, and it is visually separated by small fields, either side of the well-used Abbot's Way footpath which forms a link between the old and new parts of the settlement. A number of local affordable homes have been developed in Dulverton including at Allers View.

See Inset Map 7 at the end of the Plan

Dulverton Local Service Centre

Local Services

10.47 Dulverton has a wide range of services and facilities which serve the town and surrounding communities including those outside the National Park, such as part of Battleton and Brushford. The centre of the settlement has a variety of shops, tearooms and restaurants, in addition to a hotel, pubs and a number of offices. The town is an important visitor destination for those visiting or staying on Exmoor, and there are several shops and facilities to cater for their needs. The number of shops, businesses and community facilities is therefore considered to be relatively high compared to other settlements of this size outside the National Park.⁴⁵³

10.48 All Saints Infant School and Dulverton Junior School are both located within the eastern part of the settlement, which includes nursery provision. Fishers Mead Community Centre and the new Dulverton Medical Centre are also located in this area; accessed from Jury Road (B3222) via Amory Road and Barns Close, and by the Abbot's Way footpath.

10.49 Dulverton is relatively well served by public transport with regular bus services to Tiverton, Minehead and Taunton. A community bus also travels to Minehead once a week and a demand responsive transport initiative is also available for communities in West Somerset.

Dulverton Parish Plan

10.50 Dulverton Parish Plan, published in 2010, expressed the views of residents under a series of topic headings. Many of the issues raised through the parish plan have been resolved or are in the process of being resolved. A number of projects that have been completed include the provision of allotments and refurbishment of the Barns Close playground.

Potential Community Project

10.51 The Town Council has highlighted the need to safeguard land for a cemetery extension as the existing cemetery is nearing capacity. This area is shown as a 'community safeguarding area' on the Dulverton Inset Map 7, and will be safeguarded from other forms of development under policy ES-D2 Dulverton Community Safeguarding Area.

ES-D2 Dulverton Community Safeguarding Area

Land adjacent to the cemetery in Dulverton, as shown on Inset Map 7, is safeguarded for an extension to the existing cemetery.

⁴⁵³ Further detailed analysis for retail and leisure uses in Dulverton can be found in: GVA & C4G (2011) Quantitative Needs Assessment – West Somerset Council and ENPA

Dunster Local Service Centre

Setting

10.52 The parish of Dunster lies partly within the National Park boundary. The main settlement is Dunster situated on the A396 close to the junction with the A39. The settlement known as Dunster Marsh is located to the north east of the A39 outside the National Park boundary within the local planning area of West Somerset Council.

10.53 Dunster occupies a unique landscape setting within the Avill Valley, surrounded by the wooded hills of Grabbist and Gallox Hill including the historic park and gardens associated with the castle which are a designated heritage asset. The setting of the village is dominated by Dunster Castle on its elevated site while the Yarn Market is an important landmark in the High Street.

Built Environment

10.54 Dunster is regarded as one of the finest examples of a medieval settlement in the country. Pevsner, in the "Buildings of England" series describes Dunster as "unsurpassed in Somerset amongst small towns". The settlement has a notable history dating from the early 10th century.

10.55 The conservation area was designated in 1973 and further revised in 1980; it includes the historic core of the settlement, which is based on the medieval street pattern and burgage plots around the Castle, church and priory. Due to the historic importance of the settlement it is not surprising that there are 120 listed buildings including four Grade I and six Grade II*. Dunster Castle is a Grade I listed building owned by the National Trust since 1976. Other prominent Grade I listed historic buildings are the Priory Church of St George and the Yarn Market. Many houses are small cottages that are either built of stone, some with slate hanging or rendered and roofed using materials such as thatch, natural slate or clay tiles.

10.56 Some limited post-war development has taken place on the fringes of the settlement or as infill. One of the most notable successes for the community was the restoration of the Tithe Barn to provide a community facility for meetings and events. Other enhancements include village signs and a heritage trail, and the footpath linking the Dunster Steep car park to Gallox Bridge (see the Dunster Action Plan for further details).

10.57 The main A396 tourist route through the village has significant traffic impacts on the historic character of the settlement. The levels of traffic during peak holiday periods can cause some localised congestion, particularly either side of the traffic lights that limit the traffic to one-way through Church Street. Ben Hamilton-Baillie Associates carried out a detailed analysis and prepared proposals on the future design and maintenance of Dunster's streets and spaces in 2009.⁴⁵⁴ The improved pedestrian walkway, through re-setting the cobbled frontage and incorporating smooth linear paving strips along the eastern side of the High Street, was one of the recommendations in this analysis.

Local Services

10.58 As a renowned historic village, tourism is the mainstay of the local economy.⁴⁵⁵ Dunster is a popular tourist destination and there are several shops, cafés and restaurants in the village which cater for visitors. Key community facilities include Dunster First School, the GP surgery, Post Office, Dunster Tithe Barn, and the Memorial Hall. Recreation areas include the children's play area, the allotments, and Dolland's Meadow recreation field. Dunster is well-served by public transport, with daily services travelling through the village, and at Dunster Steep on the A39. People can easily access Minehead and other towns including Taunton and Tiverton. However, a demand responsive transport initiative is also available for communities in West Somerset particularly those who find it difficult to access public transport.

See Inset Map 8 on pages 298-299

⁴⁵⁴ Ben Hamilton-Baillie Associates Ltd (2009) Dunster: Reconciling Place and Movement in an Historic Village

⁴⁵⁵ Further detailed analysis for retail and leisure uses in Dunster can be found in: GVA & C4G (2011) Quantitative Needs Assessment – West Somerset Council and ENPA

Dunster Local Service Centre



Dunster

Dunster Action Plan

10.59 The Dunster Working Group is a partnership of local authorities, voluntary organisations and businesses that seek to enhance the environmental quality, economic viability and social well-being for Dunster Village and the surrounding area. As a result of extensive consultation the Dunster Action Plan presents a range of enhancement projects for the village, including detailed analysis and proposals by

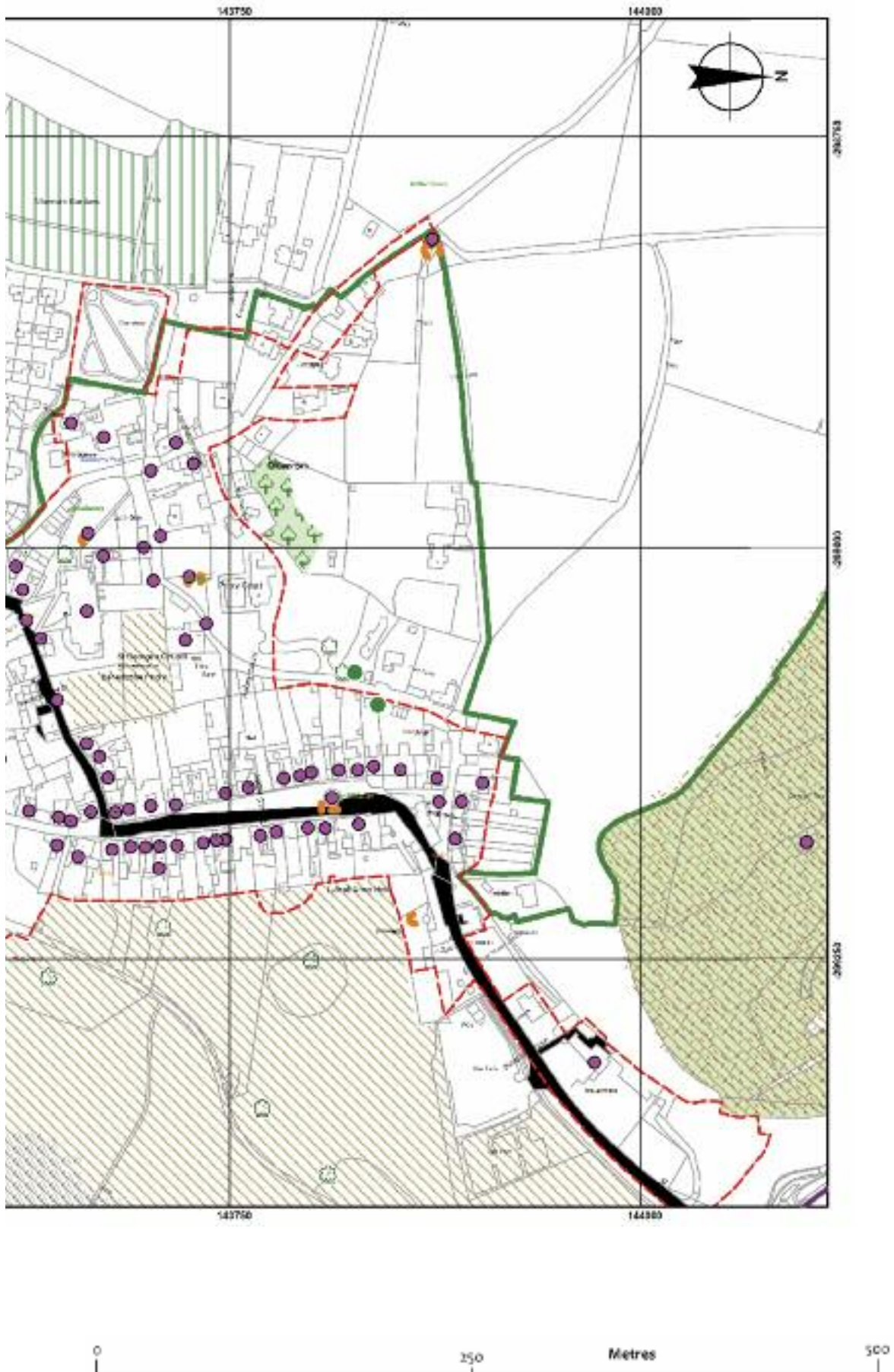
Ben Hamilton-Baillie Associates relating to future design, management and maintenance of streets and the public realm.⁴⁵⁶ The vision for the plan is: *“Dunster will be the best medieval village in England that meets the future needs of the whole community, fosters a thriving economy and provides a welcome for visitors while conserving its unique natural and historic environment”.*

⁴⁵⁶ A Draft Action Plan for Dunster 2012 to 2014

Inset map 8: Dunster



Policies map
Adopted July 2017



Exford Village

Setting

10.60 Exford is located in the centre of the National Park and lies on the B3224, one of the main tourist routes through Exmoor. The settlement is located on a crossing of the River Exe where the valley widens and tributary streams join the river. There are a few residential and business premises close to the river that are within an area of flood risk.

10.61 The village green is the main recreation and amenity area in Exford and is popular with the community and visitors alike, providing an open setting in the centre of the village.

Built Environment

10.62 Exford has two distinct focal points, the village green and the bridge, and much of the historic settlement is centred on these features. Many of the buildings in the centre of the village are traditional cottages of stone or rendered stone walls roofed with slate or thatch.

10.63 Post-war development has generally taken

place along the approach roads of Church Hill and Park Street. A development of local affordable housing at Westcott Mead, was completed in 2009 and is located at the top of Church Hill.

Local Services

10.64 Exford has a number of community services and facilities, with the Exmoor Stores (including Post Office) as the main community service in the village. Other facilities include Exford First School, the memorial hall, two pubs (within the hotels), the social club, the cricket ground facilities, and the church.

10.65 Although tourism is important to the local economy, the village also provides jobs in other sectors, including farming, hunting and shooting. There are a variety of local businesses in the village which provide employment in the local area including hotels, motor vehicle repair garages, and a livery yard.

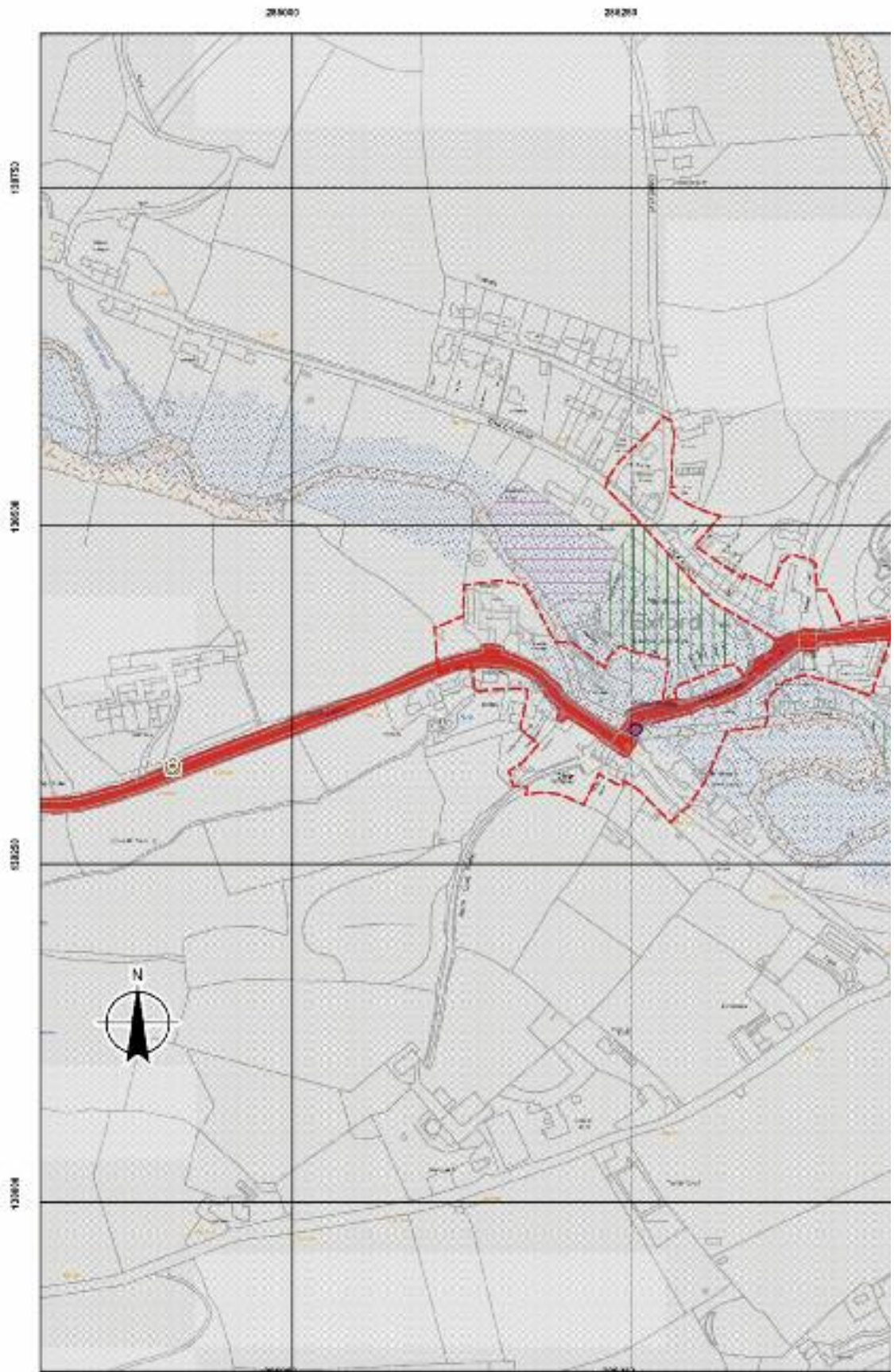
10.66 Exford has a limited daily bus service to Minehead. However, a demand responsive transport initiative is available for communities in West Somerset.

See Inset Map 9 on pages 302-303

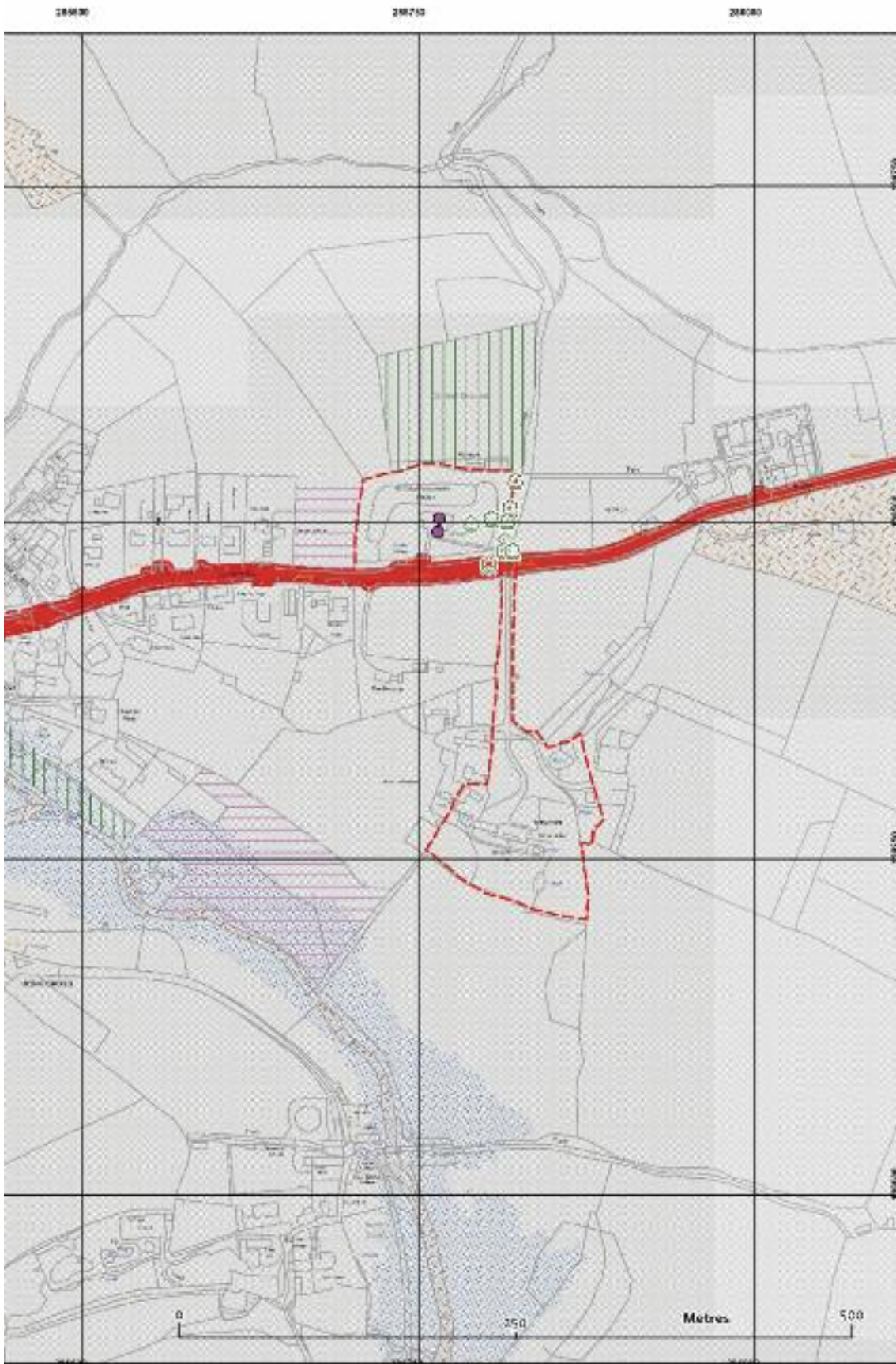
Exford Village



Inset map 9: Exford



Settlement is wholly within Dark Sky Reserve Critical Buffer Zone.



Policies map
Adopted July 2017

Luxborough Village

Setting

10.67 Luxborough lies in a deep valley in the Brendon Hills, accessed by a network of narrow lanes leading off the A39, A396 and B3224. The landscape character is defined by wooded and farmed hills with the main area of settlement nestled in the valley bottom.

10.68 Although regarded as one community, the settlement of Luxborough comprises of three separate hamlets: Churchtown, Kingsbridge and Pooltown.

- a) Churchtown is a collection of farms and cottages centred on St Mary's Church.
- b) Kingsbridge is within the valley of the Washford River and includes a number of small cottages, The Royal Oak Inn and the village hall.
- c) Pooltown is a small cluster of cottages and farms along the valley from Kingsbridge.

Built Environment

10.69 Many of the older cottages in Luxborough are built of local rubble stone (including exposed stone walls and pink or white stone and render), and roofed in Treborough slate or are thatched. These materials reflect the local geology and provide a

locally distinctive village character. The main settlement of Kingsbridge experienced a significant level of new housing during the 1980s and 1990s, and a small development of affordable homes was built in Pooltown during this period.

Local Services

10.70 One of the most important landscape features of Luxborough is the area of open land between Kingsbridge and Pooltown. This land is used for informal recreation, and provides views into and out of the two hamlets, as well as maintaining open space between them. The key community facilities are the Royal Oak Inn, the village hall and recreation area which are in Kingsbridge; and the church at Churchtown.

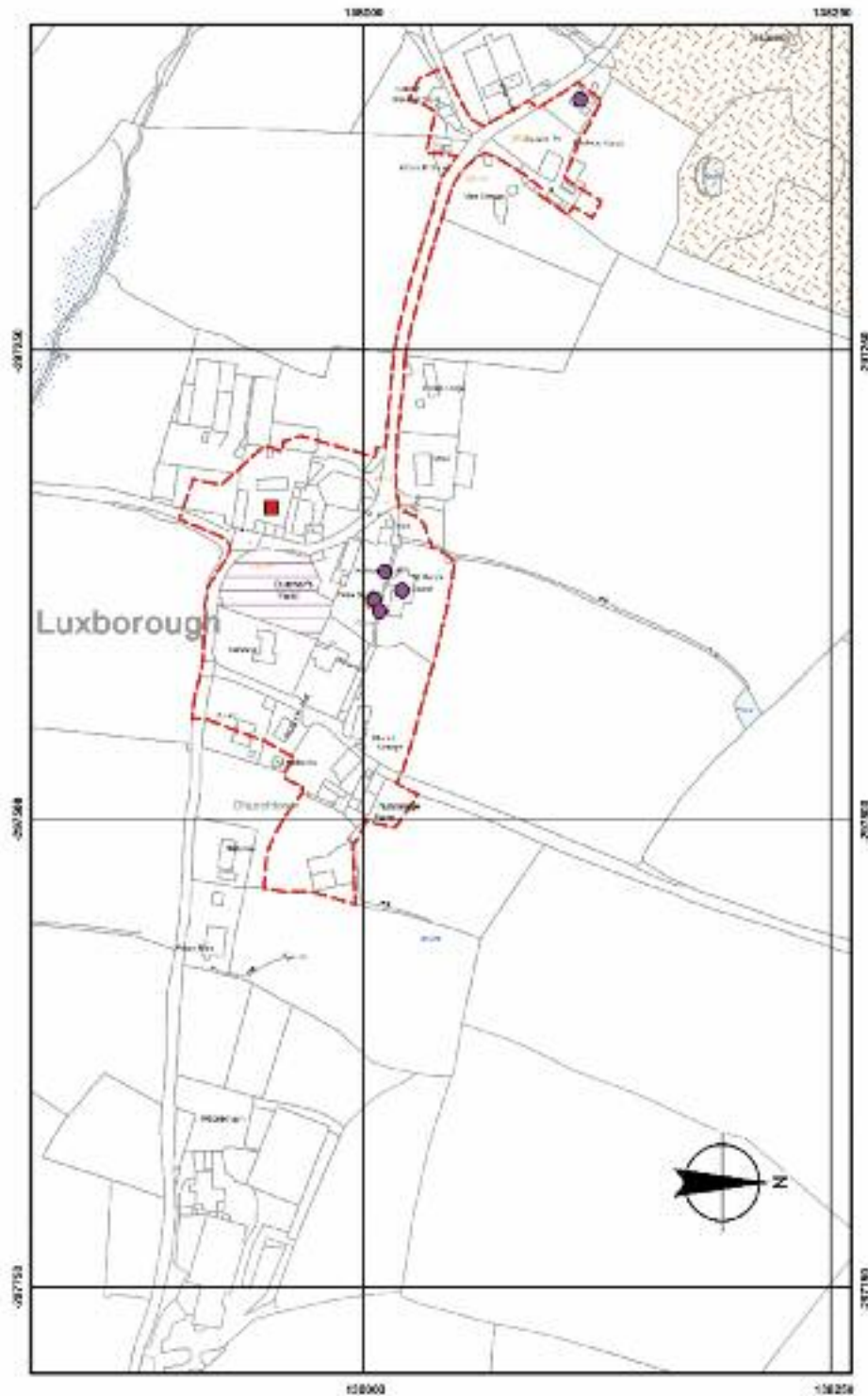
10.71 With several farms in the parish, agriculture is important to the local economy. Game-shooting is also an important local business, particularly through the autumn/winter months and is a popular form of farm and forestry diversification.

10.72 There is no public transport service available. However, a demand responsive transport initiative is available for communities in West Somerset where there is a lack of public transport provision.



Inset map 10A: Luxborough

Policies map
Adopted July 2017

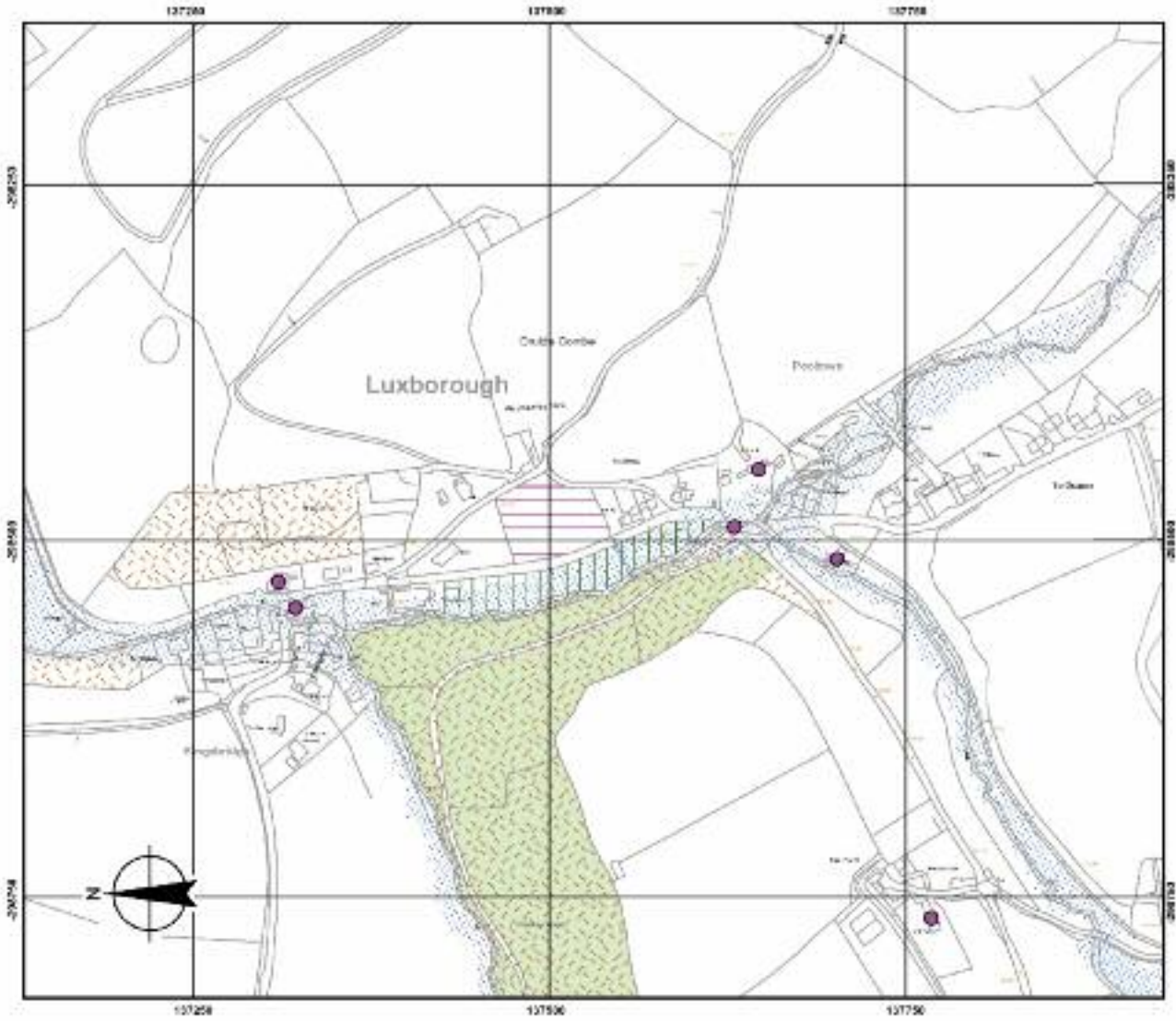


© Crown copyright and database rights 2018 Ordnance Survey 100024878



Inset map 10B: Luxborough

Policies map
Adopted July 2017



© Crown copyright and database rights 2018 Ordnance Survey 100024878



Lynton & Lynmouth Local Service Centre

Setting

10.73 Lynton, Lynmouth and Lynbridge are considered together as one settlement (Lynton & Lynmouth) with a range of services and facilities serving the local and wider community. Barbrook is identified as a Village within the parish; distinct from Lynton and Lynmouth.

10.74 Lynton & Lynmouth is situated on the coast with the settlement of Lynton in a cliff-top position around 150 metres above Lynmouth. Lynton is approached by road via the B3234 from Lynmouth or Barbrook, which links with the A39. The steep gradients of Countisbury Hill on the A39 and on the B3234 from Lynmouth tend to emphasize a sense of seclusion.

10.75 The settlement area is defined by its densely wooded setting within the high wooded coast and combes landscape character area. Much of this woodland is protected for its landscape significance and the woodland in the East Lyn valley towards Watersmeet is also internationally designated for its wildlife.⁴⁵⁷ The town is on the edge of the area designated as Heritage Coast; however the area around Manor Green in Lynmouth is within this designation.

See Inset Map 11A/11B at the end of the Plan



Lynton
Nigel Pratt

⁴⁵⁷ Exmoor & Quantocks Oakwoods Special Area of Conservation

Lynton & Lynmouth Local Service Centre

10.76 Lynton is the larger of the two settlements, and unlike other Exmoor settlements, is mainly of more recent origin resulting from a period of rapid development from the late 19th to early 20th century. This was influenced by the development of the Lynton to Barnstaple narrow gauge railway and the construction of the Cliff Railway between the two settlements. The Lynton to Barnstaple railway closed in the 1930s, but a short section has been reopened at the former Woody Bay Station in 2004, as a tourist attraction, with long term plans to reinstate the full length of the former railway (policy RT-S2 Reinstatement of the Lynton & Barnstaple Railway).

10.77 Lynmouth has a small harbour, and is situated at the confluence of the East Lyn and West Lyn rivers. It is renowned for the catastrophic flood in 1952 which resulted in loss of life and the destruction of many buildings. Resulting changes led to the realignment of part of the river and the construction of Lyndale Bridge and Riverside Road. A hydro-electric power plant is situated at Glen Lyn on the River West Lyn and an experimental marine tidal turbine generator was sited off the coast of Lynmouth from 2003 – 2007 and helped to identify Lynmouth as a tidal demonstration site within the South West Marine Energy Park.⁴⁵⁸

Built Environment

10.78 The Lynmouth Conservation Area was designated in 1973 and includes the original fishing settlement around the harbour and the mainly 19th century development along the West Lyn and on the slopes above the main village. The Lynton Conservation Area was designated in 1986 encompassing the historic pre-nineteenth century core and the area dating from the settlement's expansion in the Victorian era.

10.79 Modern development has generally occurred in Lynton as the coast and deep valley settings of Lynmouth are significant constraints in relation to considering new development. Many residential dwellings have been provided through the change of use of existing buildings such as hotels or on other

brownfield sites such as the Castle Heights development. A number of local affordable homes have been provided in Burvill Street through the redevelopment of the Hobbs Yard and the adjacent chapel.

Local Services

10.80 Many of the well-established local businesses in Lynton and Lynmouth are related to the tourism and service sector which provide employment opportunities for people in the local area - hotels being the largest employer. There is also a wide range of community services and facilities present, including the health centre and primary school, which have been sustained due to the relative isolation and consequent high level of self-containment of the settlement.⁴⁵⁹

10.81 The town is served by a regular Monday to Saturday bus service which enables members of the community to access a wider range of services and facilities at Barnstaple. The Ilfracombe Ring & Ride Scheme is a community transport scheme that operates within a number of towns and rural locations including Lynton & Lynmouth.

⁴⁵⁸ Regen SW (2013) South West Marine Energy Park Prospectus – 4th edition

⁴⁵⁹ Further detailed analysis for retail and leisure uses in Lynton & Lynmouth can be found in: GVA & C4G (2011) Quantitative Needs Assessment – West Somerset Council and ENPA

Lynton & Lynmouth Local Service Centre

Lynton & Lynmouth Neighbourhood Plan

10.82 The Localism Act 2011 introduced new powers for neighbourhood planning to enable communities to prepare Neighbourhood Development Plans. The Government introduced a Neighbourhood Plan Vanguards Scheme whereby Lynton and Lynmouth Town Council, with the support of other partners, were successful in their bid to become one of the first areas to trial neighbourhood planning. On the basis of previous engagement with the local community, the neighbourhood plan process enabled Lynton & Lynmouth Town Council and the wider community to progress the strategy and detail for the types of development needed for the long term sustainable future of the parish. The neighbourhood plan was brought into force as part of the development plan for the area in December 2013.

10.83 The Lyn Plan contains a range of policies relating to development and land use within the parish. Following the adoption of the Local Plan the Lyn Plan will still form part of the development plan, as those policies which are unique to the Lyn Plan will be the adopted policy in relevant planning decisions within Lynton & Lynmouth parish, whilst the reasons and underlying evidence are considered to be relevant and up to date.



Monksilver Village



Setting

10.84 Monksilver lies on the very eastern edge of Exmoor National Park. The National Park boundary splits both the parish and the village along the B3188. For planning purposes, therefore, part of Monksilver village is within the National Park and part within West Somerset District Council's local planning authority area.

10.85 Monksilver lies at the foot of the Brendon Hills within an area of predominantly arable land and permanent pasture. Front Street is adjacent to the stream that flows through the settlement; as a result, some properties are within an area at risk of flooding.

Built Environment

10.86 The village is small and the buildings are tightly knit, characterised by colour-washed stone cottages with thatch or slate roofs. There are several listed buildings including the Grade I Church of All Saints and the Grade II Notley Arms and its 19th

century outbuildings, which were formerly the stables, now converted to ancillary visitor accommodation.

10.87 There has been some small-scale post-war development that includes housing at Pond Orchard and Sunny Bank to the north of the church.

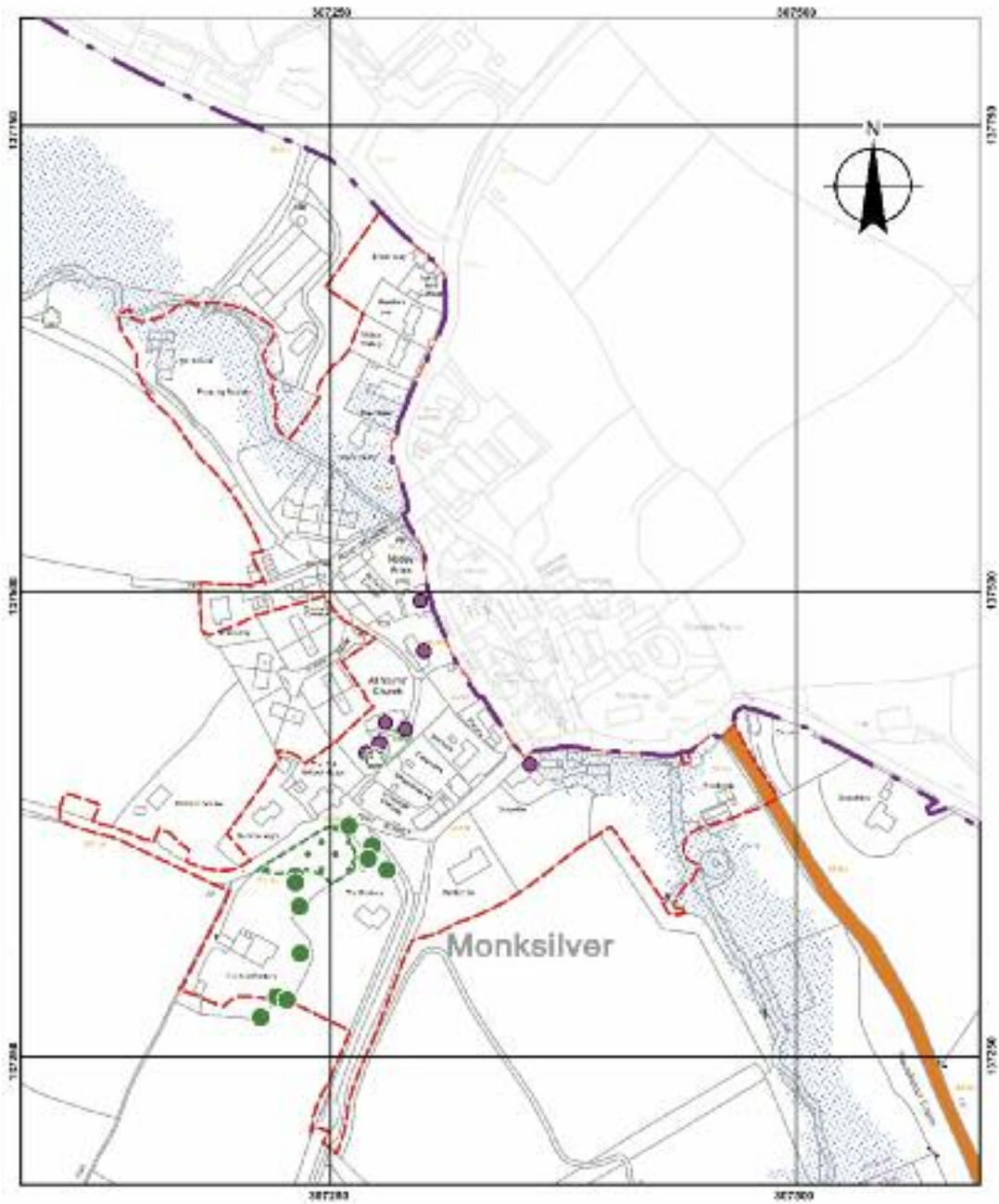
Local Services

10.88 The Notley Arms public house, the church and village hall are the main community facilities in Monksilver. The EMN (Elworthy, Monksilver and Nettlecombe) Hall is located just outside the National Park boundary and is a well-used modern facility for the three neighbouring parishes of Elworthy, Monksilver and Nettlecombe and a popular venue for artists and musicians.

10.89 There are no bus services in Monksilver. There are however, community transport and demand responsive transport schemes that serve the Monksilver area

Inset map 12: Monksilver

Policies map
Adopted July 2017



© Crown copyright and database rights 2018 Ordnance Survey 100024878



Parracombe Village



See Inset Map 13 on pages 314-315

Parracombe Village

Setting

10.90 The settlement of Parracombe includes the hamlets of Bodley, Prisonford and Churchtown that, together with the main village, are considered as one community. Parracombe is within the North Devon area of the National Park and is bypassed by the A39 main tourist route. It lies in the upper Heddon Valley within a landscape characterised by small and medium sized fields enclosed by hedgerows.

10.91 Local wildlife sites are located to the south of the village around Holwell Castle and to the east of Pencombe Rocks. The dismantled railway line of the Lynton and Barnstaple Railway that closed in 1935 is identified on the Historic Environment Record. The former route passes through the village at Prisonford (see policies RT-13 Safeguarding Former Railways and RT-S2 Reinstatement of the Lynton & Barnstaple Railway).

10.92 The valley bottom and land along the Heddon River and its tributaries are at risk from flooding; the 1952 and 1960 floods caused considerable flood damage in the village. There are a number of properties within areas at greater risk from flooding, particularly those close to Parracombe Bridge.

Built Environment

10.93 Distinctive features of Parracombe include the steep roads and narrow, twisting lanes together with the high density of the buildings around Parracombe

Bridge and along Parracombe Lane. A conservation area was designated for the whole of Parracombe in 1997. This area includes a number of listed buildings and structures including the Grade I listed 12th century St Petrock's Church. The Scheduled Ancient Monument of Holwell Castle to the south of the village is a striking local landmark consisting of earthworks relating to a motte and bailey of medieval origins.⁴⁶⁰

10.94 Post-war development has taken place at various locations in the village including detached dwellings along the lane at Pencombe Rocks, Bodley Lane and the area around Prisonford and Churchtown. Some small terraces of housing were also developed along Bodley Lane.

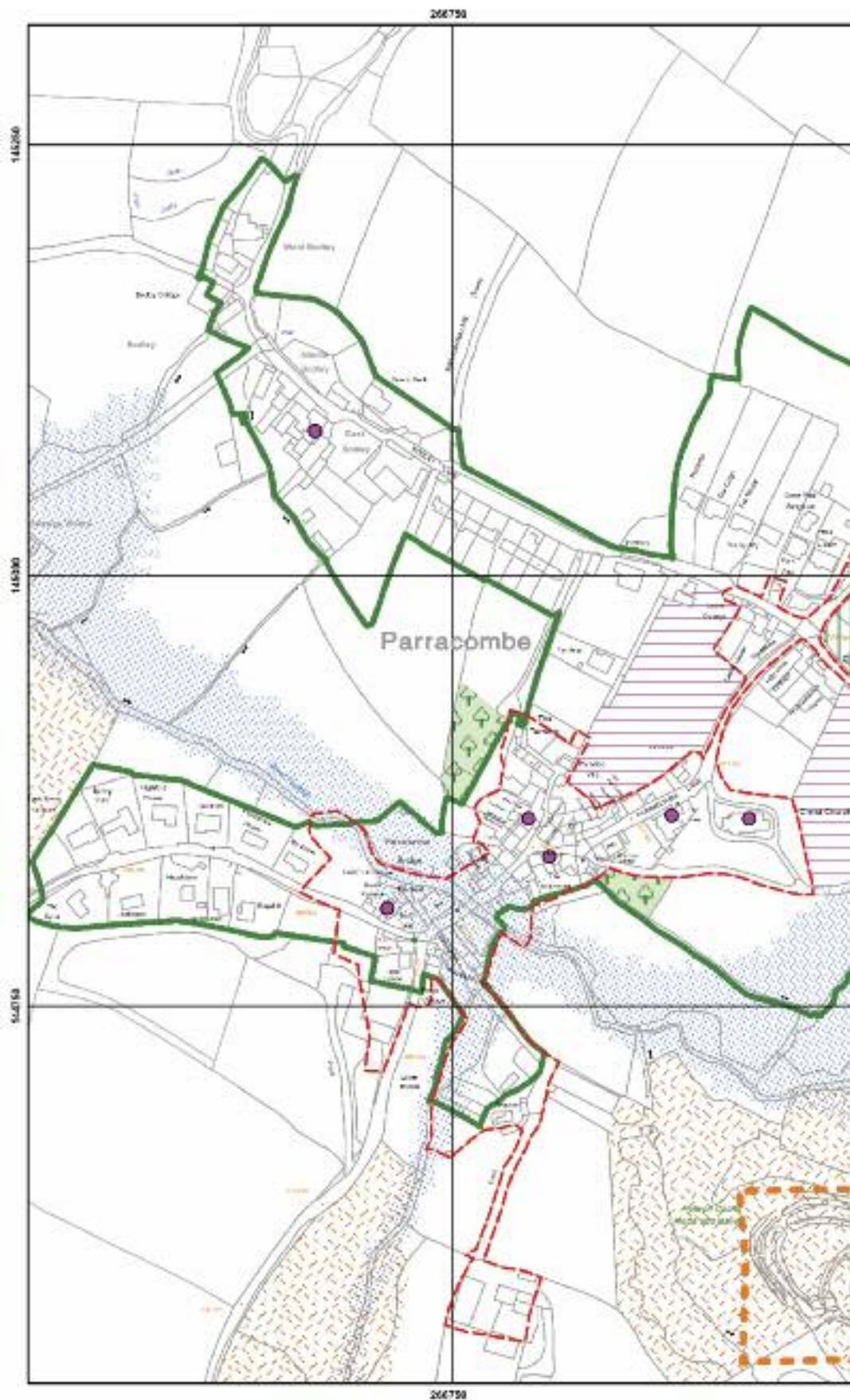
Local Services

10.95 Within the village there are a number of community facilities including the primary school (part of the West Exmoor Federation together with Lynton and Kentisbury primary schools), Village Stores and Post Office, the Coronation Playing Field, the village hall and the Fox & Goose Inn.

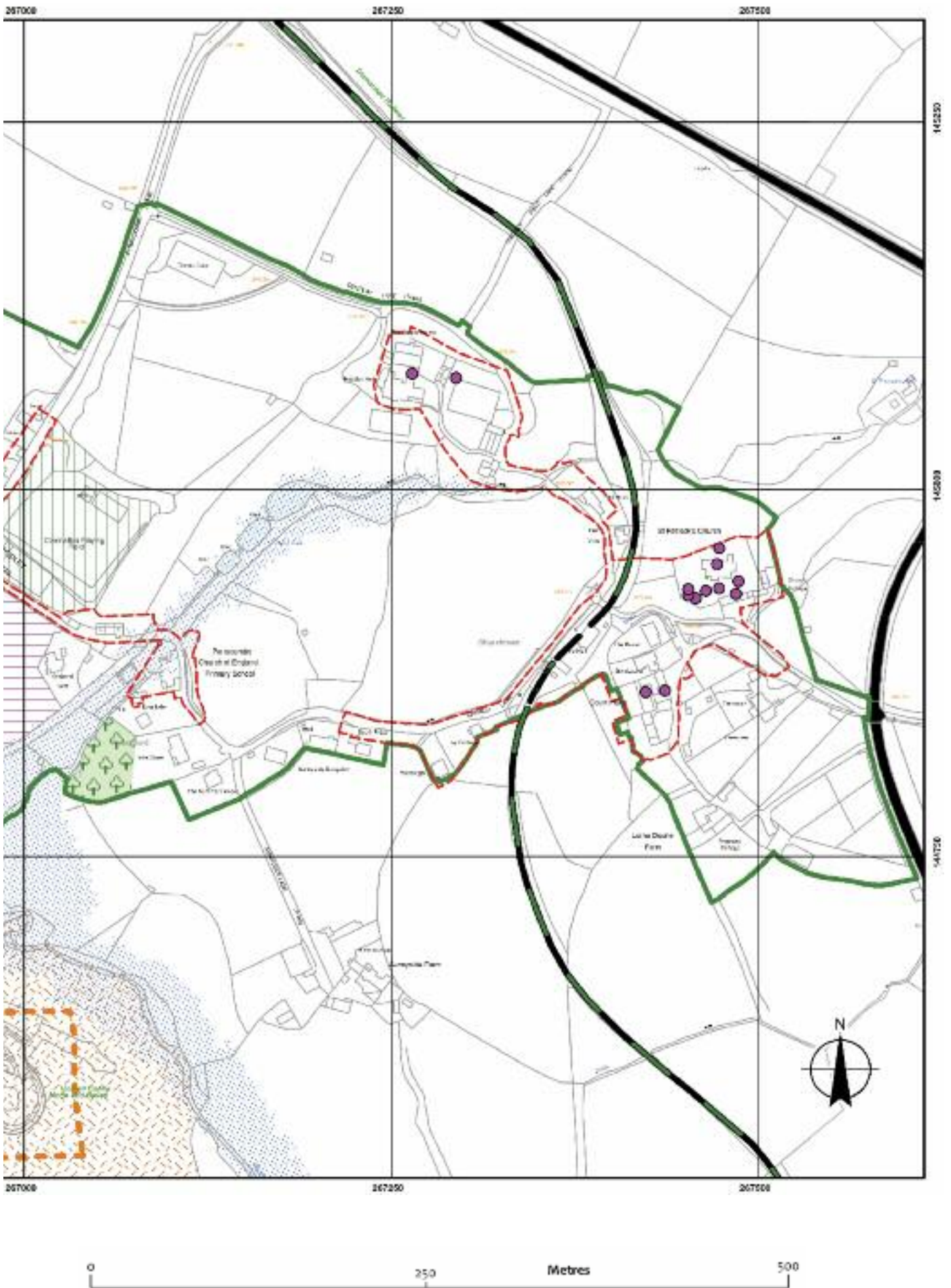
10.96 The village is well-served by public transport. The main service from Barnstaple to Lynton and Lynmouth stops in the village and runs on a regular basis from Monday to Saturday. There are occasional traffic problems either through speed or congestion due to the narrow lanes.

⁴⁶⁰ Exmoor National Park Historic Environment Record www.exmoorher.co.uk

Inset map 13: Parracombe



Policies map
Adopted July 2017



Porlock Local Service Centre

Setting

10.97 Porlock is located near the coast and sits at the point where the low farmed landscape of the Vale of Porlock meets the high wooded coastal landscape character of Worthy Wood and Hawkcombe. The steep hill-sides of Bossington Hill form a backdrop to flat fields extending to Porlock shingle-ridge and saltmarsh and the Bristol Channel. The area of Porlock to the north of the A39 is within the area designated as Heritage Coast.

10.98 Barbastelle bats from the Exmoor & Quantocks Oakwoods SAC commute around and, where suitable, through the settlement to forage on the coast. Barbastelle bat hunting territories are also likely to exist around the southern edge and within the village possibly through to the area north of Dunster Steep. Potential impacts include disturbance or fragmentation of commuting habitat and degradation of foraging habitat for barbastelle bats.

10.99 Porlock is located between Minehead six miles to the east and Lynton & Lynmouth, about fifteen miles to the west. The A39 passes through the village and up Porlock Hill, with a 1 in 4 gradient and sharp hairpin bends that can act as a barrier to some traffic. The privately owned toll road provides an alternative route avoiding Porlock Hill. Traffic congestion through the centre of Porlock, is considered a problem by road users and pedestrians; this is mainly experienced during the peak holiday periods.

See Inset Map 14 at the end of the Plan



Porlock
Nigel Pratt

Porlock Local Service Centre

Built Environment

10.100 Porlock has a conservation area that was designated in 1984 and further extended in 1987 and 2013. It includes much of the historic pre-19th century settlement. There are a number of 18th century and earlier period cottages with characteristic front projecting stacks. Much building and re-building occurred late in the 19th century and into the early 20th century. Within the conservation area are 11 listed building entries. The majority are Grade II listed, although the parish church and Doverhay Manor are Grade I and Grade II* listed respectively. The protection of the conservation area and the built heritage of the parish are considered to be important locally.

10.101 On the flatter land to the north of the village lies a substantial area of post-war housing with newer housing built in 1970s-1980s on the eastern side of the village.

Local Services

10.102 Porlock has a wide range of services and facilities that serve the local population and surrounding communities. Porlock, similar to other Local Service Centres, is a popular tourist destination and there are a range of businesses which are supported by the local community and visitors to the settlement. The Porlock Visitor Centre works to promote the local area and Exmoor as a whole.

10.103 The community services and facilities in the village include St Dubricius First School, the medical practice, village hall, recreation ground, pharmacy, convenience stores, Post Office, fire station, petrol station, and places of worship. Porlock also has a variety of shops, guest houses, hotels and cafés – many of which are located on the High Street.⁴⁶¹

10.104 There is a bus service five days a week that links Porlock to the coastal town of Minehead which lies just outside the National Park boundary and provides a wide range of services and facilities, including additional public transport links to further afield.

Porlock Vale Parish Plan

10.105 The Porlock Vale Parish Plan “Shaping Our Future” was published following extensive community consultation – this plan identified a wide range of issues that were reviewed to inform a series of actions defined as Priority 1 or 2. Priorities that are linked to planning and land use included more affordable homes for local families, improved footpath access and cycle route creation. A scheme providing affordable homes for local people at Chadwyck Close was completed in 2013.

⁴⁶¹ Further detailed analysis for retail and leisure uses in Porlock can be found in: GVA & C4G (2011) Quantitative Needs Assessment – West Somerset Council and ENPA

Porlock Weir A settlement at risk of coastal change

Setting

10.106 Porlock Weir is a small coastal community within the parish of Porlock, which lies wholly within the West Somerset area of the National Park. The settlement is accessed via the B3225 road 1.5 miles west of Porlock – this is a no through road, but links to the privately owned Worthy Toll Road that provides an alternative route to the 1:4 Porlock Hill along the A39. The surrounding area is part of the Porlock Manor Estate – this pattern of land ownership has had an unbroken succession of estate landlords that dates from Saxon times. This has enabled a conservative approach to land management to be maintained that is not uncommon with the owners of large land holdings.⁴⁶²

10.107 Porlock Weir is situated within two distinct landscape character types of the Low Farmed Coast and Marsh where the main area of the settlement lies close to the coast and the High Wooded Coast, Combes and Cleaves that includes the higher settlement area along Chapel Lane towards Worthy. The settlement is within the area designated as Heritage Coast, and the shingle ridge along the coast is an important geomorphological feature designated as a Site of Special Scientific Interest.

10.108 Barbastelle bats from the Exmoor & Quantocks Oakwoods SAC are also possibly present around the village and in the surrounding countryside. Potential impacts of new development proposals include disturbance or fragmentation of commuting habitat and degradation of foraging habitat for barbastelle bats.



Porlock Weir

⁴⁶² Fisher, J (2004) Porlock Weir Conservation Area Character Appraisal 2004

Porlock Weir A settlement at risk of coastal change

Built Environment

10.109 The settlement has ancient origins evolving around the harbour on the Bristol Channel coast, and has in former times been referred to as Porlock Quay. The settlement has operated as a small port for centuries; the present harbour dates from the early-mid 19th century.

10.110 The Porlock Weir Conservation Area encompassing the whole settlement, foreshore, surrounding fields, and the small grouping of buildings at Worthy was designated in 1973. The harbour and surrounding buildings such as Pieces of Eight, Bottom Ship, Turkey Island and Gibraltar Cottages, and Lane Head are considered to be of particular value; as are the old lime kilns.⁴⁶³

Local Services

10.111 The settlement has a range of services and facilities including the church, convenience store, pub and a range of other businesses including shops, cafés and the Anchor Hotel. There is also a public car park and toilets which highlight the significance of tourism to Porlock Weir. The working harbour is economically important to the local area and also a significant tourist draw.

Coastal Change

10.112 Porlock Weir's coastal location is likely to become a more significant issue for certain areas of the settlement in the future, due to the fact that future coastal defence provision will be unlikely to attract public funds, and the retention of defences would potentially impact on the wider coastal area. The North Devon and Somerset Coastal Advisory Group are responsible for producing a Shoreline Management Plan from Anchor Point to Hartland Point. This Plan sets out the approach to future coastal management and has proposed that there will be a move towards no active intervention, with currently defended areas facing increased risk of flooding and erosion in the medium to long term due to rising sea levels and increased exposure to wave activity.⁴⁶⁴

10.113 It is recommended that measures are put in place to manage the risk of coastal change at Porlock Weir to mitigate the displacement of people and loss of property and facilities. The Somerset Coastal Change Pathfinder project has assisted coastal communities who are most at risk from sea level rise to help them adapt to coastal change. The project helped to raise awareness and build resilience in the community in relation to identifying likely risks of increased coastal flooding and future scenarios for the settlement.⁴⁶⁵ Properties close to the shore are most at risk from coastal change and have been included within the Coastal Change Management Area (CCMA) to enable opportunities for adaptation and relocation (CC-S3 Porlock Weir Coastal Change Management Area, and CC-S4 Replacement Development from Coastal Change Management Areas). Outside the CCMA, it is important that the community can function as a settlement and the Local Plan provides opportunities for the conversion and change of use of existing buildings to a range of uses, in addition to some small scale provision of employment space where it is compatible with existing industries at Porlock Weir. Policies also enable the provision of affordable housing to meet the needs of the community. A strategy will be prepared to guide the long term development of Porlock Weir in the context of the policy approach.

Porlock Vale Parish Plan

10.114 The Porlock Vale Parish Plan "Shaping Our Future" was published following extensive community consultation – this plan identified a wide range of issues that were reviewed to inform a series of actions defined as Priority 1 or 2. Priorities that are linked to planning and land use included more affordable homes for local families, improved footpath access and cycle route creation.

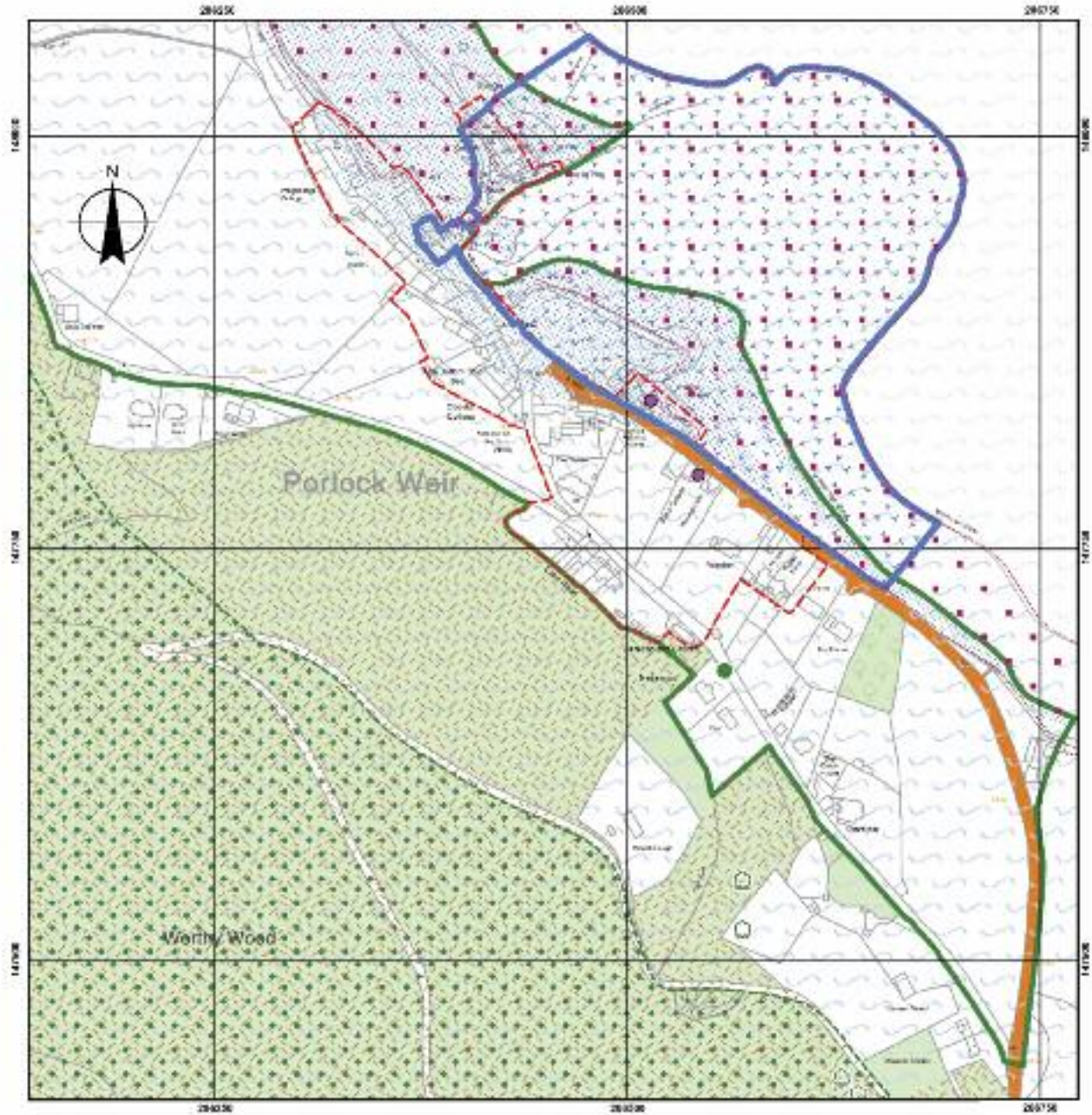
⁴⁶³ Highlighted by Porlock Parish Council (April 2013)

⁴⁶⁴ North Devon & Somerset Coastal Advisory Group (2010) North Devon & Somerset Shoreline Management Plan Review Final (October 2010) Hartland Point to Anchor Head

⁴⁶⁵ DEFRA & Somerset Coastal Change Pathfinder (2011) Somerset Coastal Change Pathfinder Report on Project at Porlock Weir

Inset map 15: Porlock Weir

Policies map
Adopted July 2017



© Crown copyright and database rights 2018 Ordnance Survey 100024878

The area shown in Inset map 15 is wholly within the Heritage Coast designation.



Roadwater Village

Setting

10.115 Roadwater lies in the narrow valley of the Washford River, along the road linking the neighbouring village of Luxborough with the A39 at Washford. The landscape setting has influenced the strong linear pattern of the village, with buildings situated each side of the road for nearly a mile.

10.116 As the settlement is nestled in the valley bottom, a considerable number of properties are located within an area at risk of flooding. Harpers Wood is a local wildlife site that lies adjacent to the recreation ground.

Built Environment

10.117 The use of building materials reflects the underlying geology with exposed red sandstone, pink and white painted stone and render, and slate roofs. The southern end of the settlement contains the main grouping of traditional buildings that typify the use of local materials.



10.118 One of the key characteristics of Roadwater is the former West Somerset Mineral Railway, dating from the 19th century. Many buildings and features associated with the railway and dating from this era remain intact, including the old Roadwater station and the Methodist Church, which are important to the cultural identity of the village. Other buildings such as forges, mills and farm buildings connected with other long standing industries are also significant to the overall character of Roadwater.

10.119 Post-war development, including buildings at the northern end of the village, tends not to have been built in a distinctive local style. However, one of the most recent residential developments, built at the end of the 1990s at Watersmeet Close on the Old Nurseries site, used locally distinctive materials including natural stone walls and slate roofs.

10.120 A significant issue raised by the local community concerns the degradation of Roadwater's appearance and character through the cumulative impact of the loss characteristic boundary features and garden space, to accommodate off-street parking. Particular consideration will be given to the conservation or enhancement of such boundary features and private amenity space in determining planning proposals likely to affect the coherence and character of the streetscape (CE-S6 Design and Sustainable Construction Principles).

Local Services

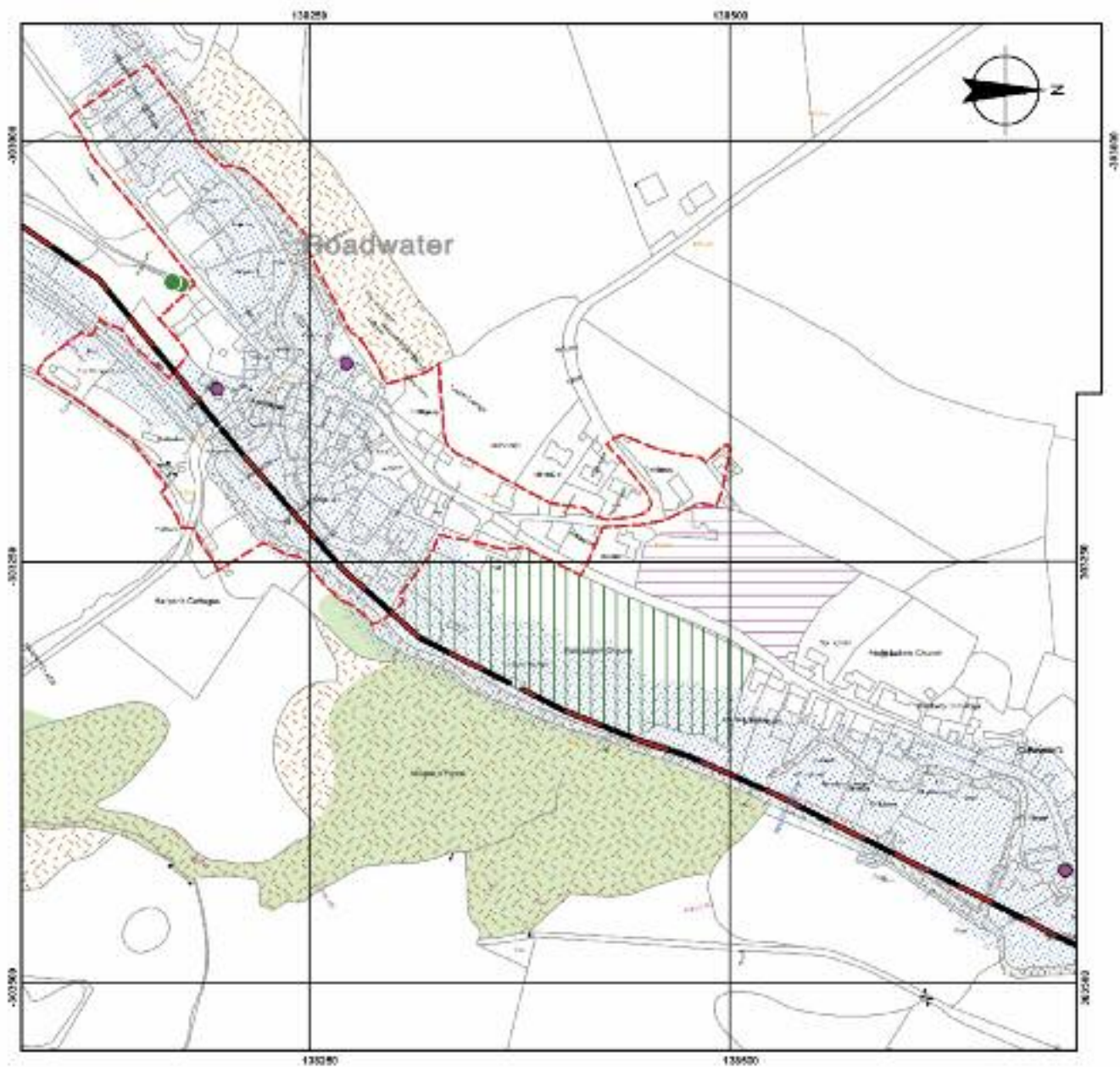
10.121 Roadwater is one of the few villages on Exmoor which still has a petrol filling station and garage. Other community services include the Post Office & Village Stores, village hall, pub and the recreation ground. There is also some light industry which includes the Singer Instruments factory located in the centre of the village, which extended its premises in 2012.

10.122 There is no public transport service available. However, a demand responsive transport initiative is available for communities in West Somerset where there is a lack of public transport provision.

See Inset Maps 16A and 16B on pages 322-323

Inset map 16A: Roadwater

Policies map
Adopted July 2017

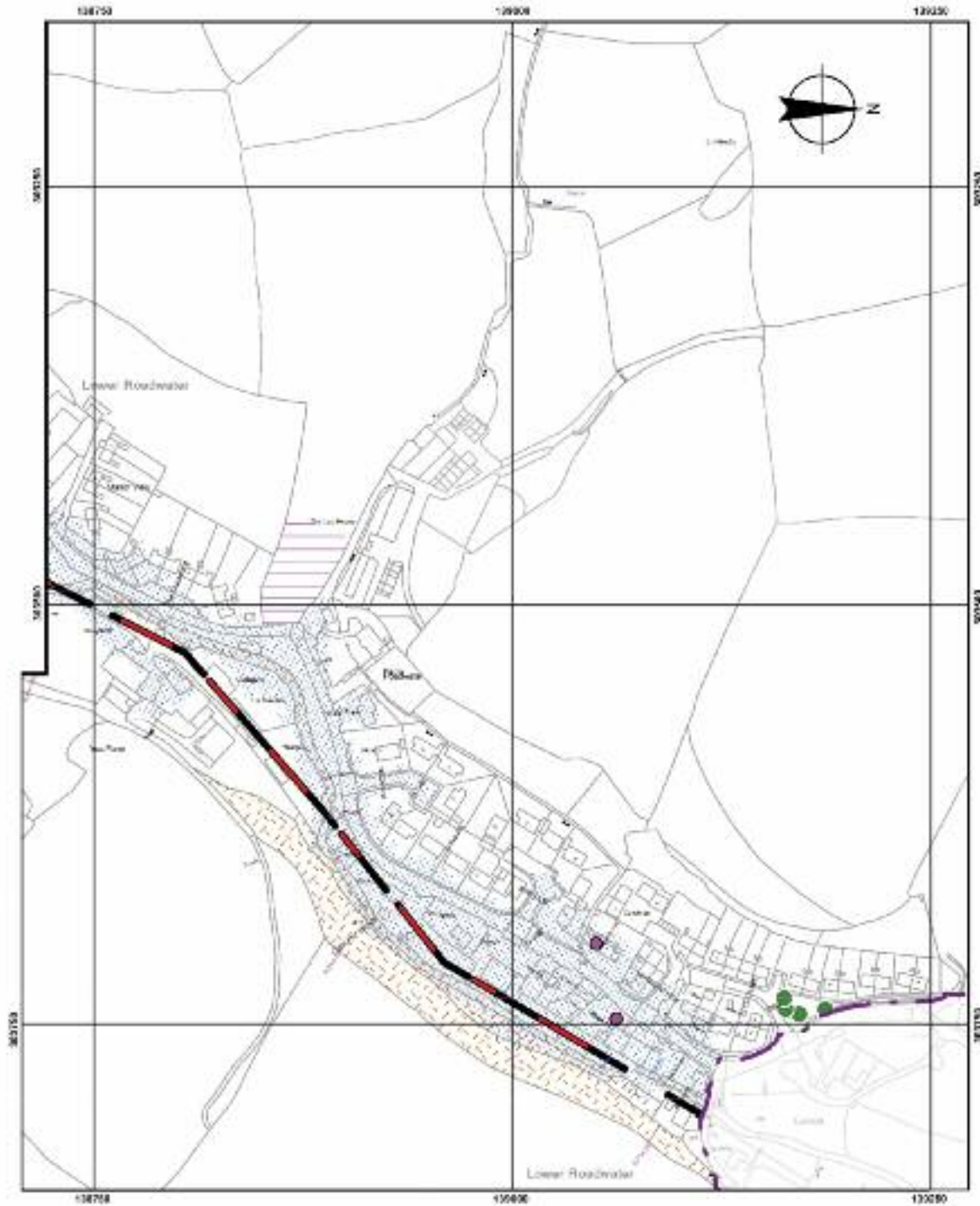


© Crown copyright and database rights 2018 Ordnance Survey 100024878



Inset map 16B: Roadwater

Policies map
Adopted July 2017



© Crown copyright and database rights 2018 Ordnance Survey 100024878



Simonsbath Village

Setting

10.123 Simonsbath is one of the most isolated settlements in the National Park located on the junction of the B3223 and B3358 at a crossing of the River Barle and surrounded by high moorland. The main character of Simonsbath lies in its open nature and the views out to the surrounding landscape.

10.124 The landscape and built character of the parish was greatly influenced by the Knight family during the 19th century through a programme of draining, ploughing and fertilising to improve the moorland soils on a large scale. The Knight family built a number of farms in the parish and introduced new working practices.

10.125 The River Barle and the adjoining flood plain areas are designated as a SSSI as the river is of very high quality and has hardly been modified at all by pollution, water abstraction or river engineering. Otters, a feature of the Exmoor & Quantocks Oakwoods SAC, are present in the River Barle. Development may result in increased access to the watercourse causing disturbance.

10.126 Although Simonsbath lies in a valley setting, no properties are within areas at risk of flooding. Birch Cleave woods are a prominent landscape feature and provide a sense of enclosure to the settlement – this woodland is protected by a Tree Preservation Order. Ashcombe Plantation to the north of Simonsbath is a local wildlife site and an important designed landscape formerly associated with Simonsbath House.

See Inset Map 17 on pages 326-327

Built Environment

10.127 A small group of buildings form the central core of the settlement although the pattern of the settlement is generally dispersed along the main approach roads. The 17th century Grade II listed Simonsbath House Hotel is the most dominant building in the village. The Simonsbath Sawmill, owned by the National Park Authority, was renovated with the support of Heritage Lottery funding, including reinstatement of the leat and weir.

10.128 Many of the dwellings were built for farm workers to manage the Knight estate and subsequently the Fortescue estate. Subsequent ownership of the estate has resulted in some fragmentation with several properties becoming privately owned rather than estate housing. There has been very little modern development in the settlement and this has generally occurred as infill.

Local Services

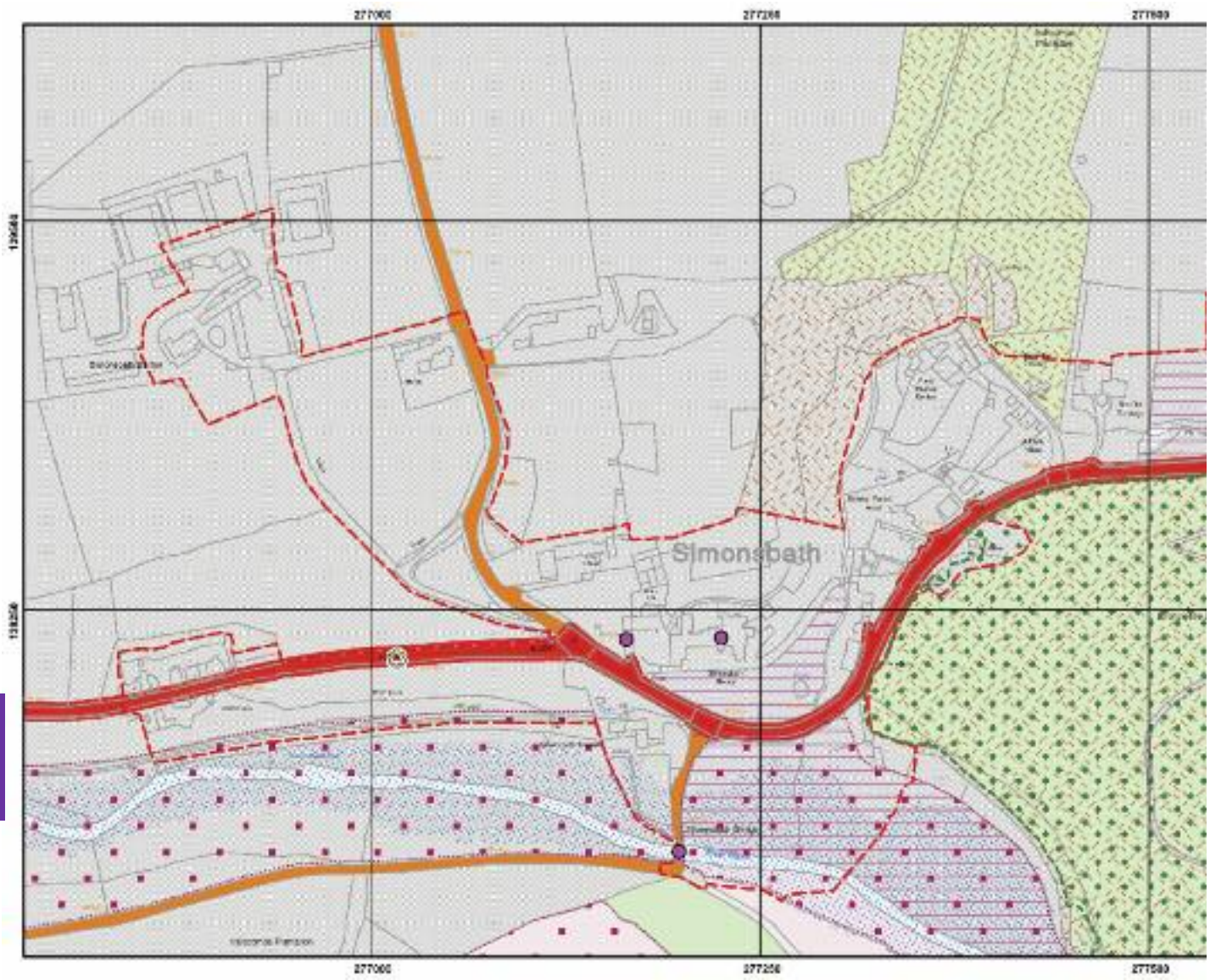
10.129 The village is a popular base for walking and touring and tourism is one of the mainstays of the local economy. Businesses in the village include the Simonsbath House Hotel and outdoor recreation centre, Exmoor Forest Inn and hotel, Boevey's tearooms and a small shop. St Luke's Church is also used as a community meeting place.

10.130 There are no regular bus services passing through the village, but demand responsive community transport is available from Monday to Saturday for those without access to other forms of transport.

Simonsbath Village

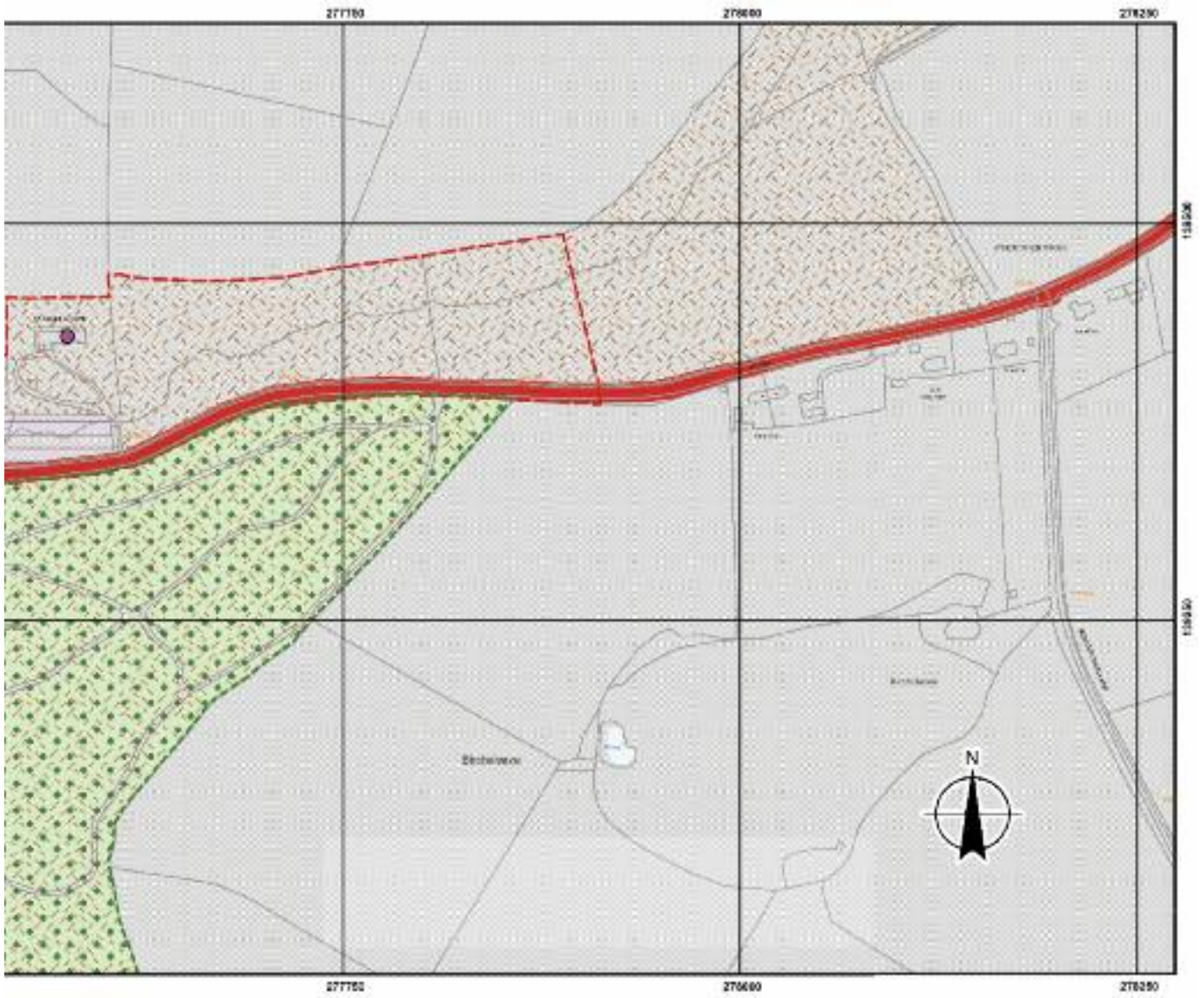


Inset map 17: Simonsbath



Policies map
Adopted July 2017

Settlement is wholly within Dark
Sky Reserve Critical Buffer Zone.



Timberscombe Village

Setting

10.131 The settlement of Timberscombe is compact in form, situated either side of the Timberscombe Stream at the head of the Avill valley and includes the hamlet of Cowbridge to the east. The settlement lies within the landscape character type of the Farmed and Settled Vale but its setting is also strongly influenced by the surrounding Plantation Hills landscape to the north and east, and the farmed and wooded Brendon Hills to the south.

10.132 Some properties within the centre of the village where the valley widens are located in an area at risk of flooding

Built Environment

10.133 The central area of the village has complex, narrow street pattern, part of which was formerly the main route through the village. These streets are fronted by the tightly packed houses of the historic village centre around the Grade I listed Church of St Petrock. The traditional buildings in Timberscombe are built of local red sandstone with Treborough slate roofs.

10.134 There has been a significant level of post-war housing development that has expanded the settlement, but retained its nucleated pattern. The most recent housing at Vicarage Close was developed in the 1980s that included 18 affordable homes. The level of development since this time has been relatively minor.

10.135 A short by-pass was constructed in the 1980s to improve traffic flow through the village on the A396, one of the main tourist routes through Exmoor.

Local Services

10.136 Timberscombe has several local facilities including: Timberscombe First School, Post Office, church, chapel, village hall and pub. The majority of the local economy is based on agriculture and tourism with a number of self-catering holiday lets and complexes within the settlement including Duddings and The Great House. The play area, playing field and cricket ground are important recreation areas for the village.

10.137 The main bus service operates six days a week between Minehead and Dulverton. A demand responsive community transport is also available from Monday to Saturday for those without access to other forms of transport.

Timberscombe Community Led Parish Plan

10.138 A parish plan was published following extensive engagement with parishioners to help shape the long term future for the parish. The parish plan includes an Action Plan to help address issues highlighted through consultation. Actions that are related to planning and land-use include the future provision of parking in the village, protecting local services such as the Post Office, provision of a village shop, and ensuring suitable housing provision.

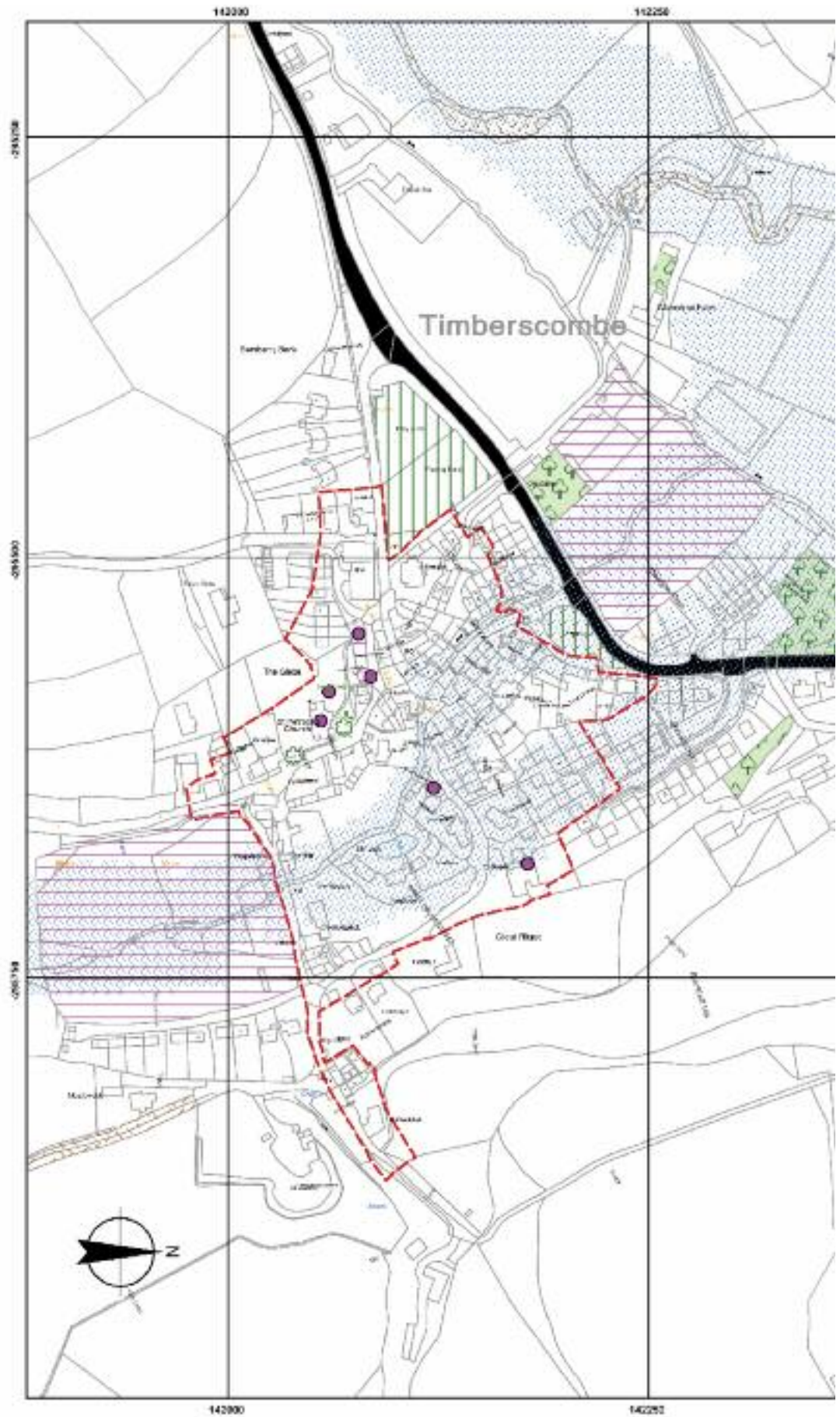
See Inset Map 18 on pages 330-331

Timberscombe Village

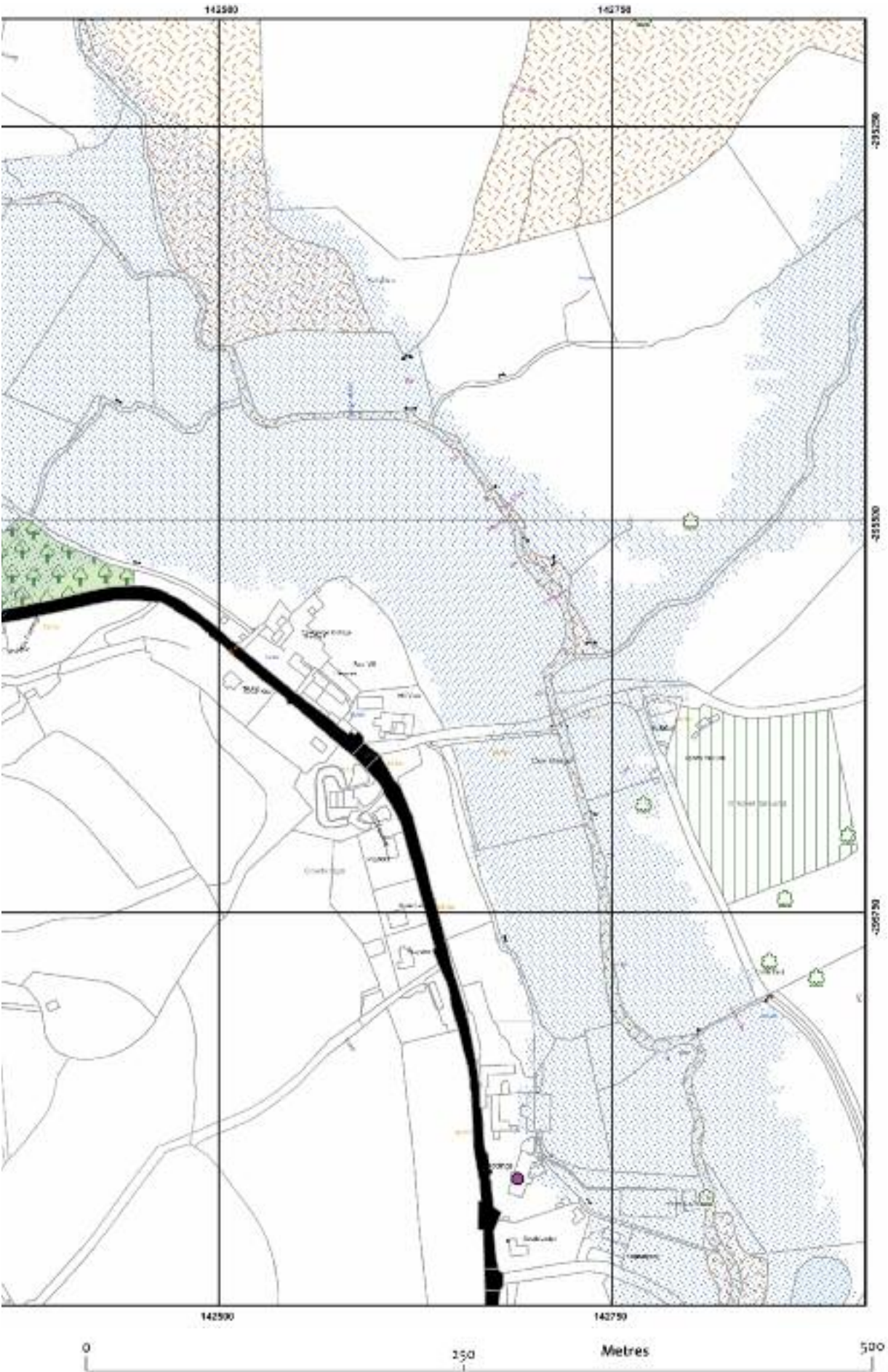


Timberscombe

Inset map 18: Timberscombe



Policies map
Adopted July 2017



Winsford Village

Setting

10.139 Winsford lies within the Incised Wooded Valleys landscape character type; a settlement cluster characterised by stone bridges and fords that originates from an ancient river crossing, where the Winn Brook meets the River Exe. The settlement has developed from the historic core along the converging lanes that creates a spacious character. The settlement is situated off the main road network just a mile and a half west of the A396.

10.140 There are a number of properties within an area at risk of flooding, particularly those that lie adjacent to the River Exe and Winn Brook. Berry Cleeve Wood is a local wildlife site and important upland oak habitat that lies close to the village and strongly influences the landscape setting of the village.

Built Environment

10.141 The character of the historic centre of the settlement has remained largely unaltered, and includes groups of stone or rendered cottages, roofed with thatch or slate centred on the river crossings. There are several listed buildings in the village including the Grade I Church of St Mary Magdalene. Enhancement projects in the village include the bridge to the village green, extension and refurbishment of the village hall, and enhancement of the area around the war memorial.

10.142 Post-war development has generally occurred along the radial routes that converge in the village centre with some infill. The most recent significant development was the construction of six affordable homes at Darby's Knap in the 1990s, on the edge of the village adjacent to Edbrooke Road. Two further local affordable homes have been provided along Ash Lane.

Local Services

10.143 The village has a number of community services and facilities which include the village hall, church, vehicle repair garage and the pub which hosts the village shop. There are also several open spaces in Winsford important for recreation such as the village green, tennis courts and the sports field. Winsford is a popular destination for visitors, with the tourism sector being particularly significant for the local economy - businesses in the village include tearooms, hotels and B&B establishments.

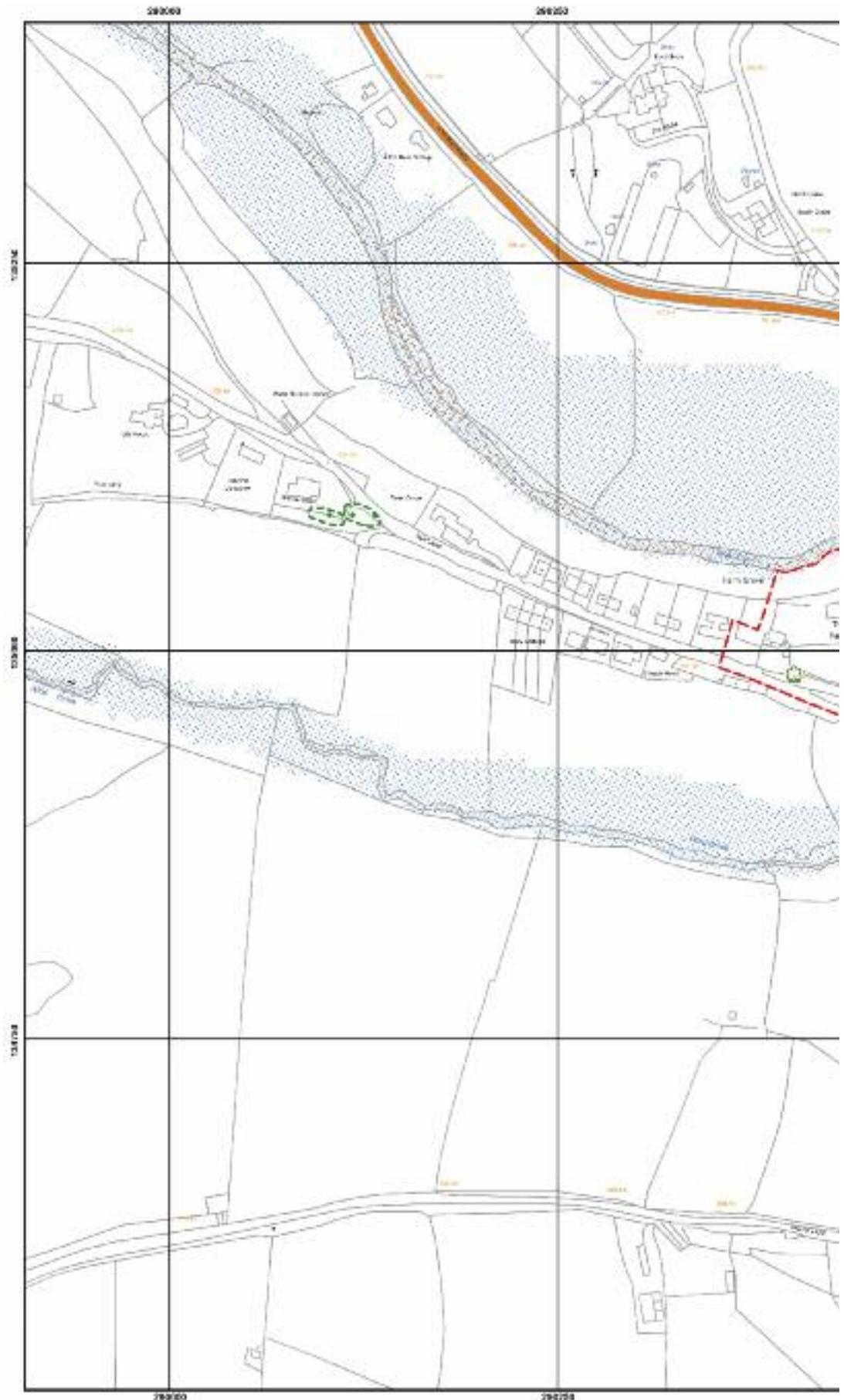
10.144 There is limited public transport serving the village. The Minehead to Dulverton bus service operates Monday to Saturday with certain services extending to Winsford to enable residents to travel to Minehead. A demand responsive bus service is also available from Monday to Saturday.

See Inset Map 19 on pages 334-335

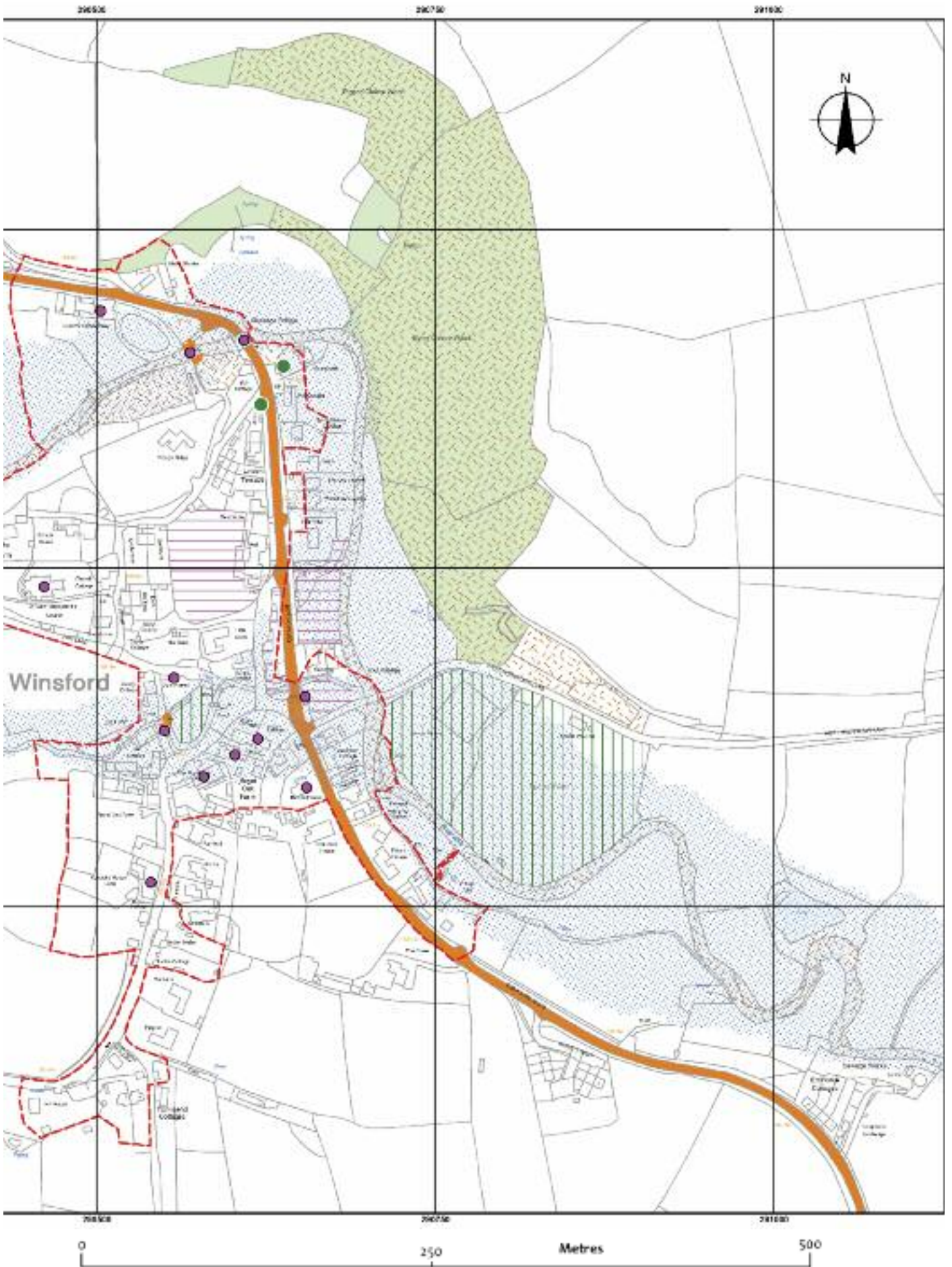
Winsford Village



Inset map 19: Winsford



Policies map
Adopted July 2017



Withypool Village



Withypool

Setting

10.145 Withypool is located a mile west of the B3223 and is situated in the Barle landscape character area of the Incised Wooded Valleys landscape character type. It has a remote upland character with enclosed farmland on the valley sides extending out to the south and west to the open moorland of Withypool Common.

10.146 Although the settlement has developed around the crossing of the River Barle, there are only a few properties within areas of high flood risk including those located close to New Bridge and at the confluence of Pennycombe Water and the River Barle along Sparrow Lane.

10.147 Withypool Common is part of the Exmoor Heaths SAC and barbastelle bats, a feature of the Exmoor and Quantocks Oakwoods SAC, are likely to be foraging to the south and east of the village. Potential impacts of any new development proposals include disturbance or fragmentation of commuting habitat, and degradation of foraging habitat for barbastelle bats. The River Barle is a Site of Special Scientific Interest (SSSI) and land to the east of Fir Tree Farm is a local wildlife site.

Built Environment

10.148 Traditional buildings are generally stone and render walls with slate roofs and are grouped to the north of the river, closely following the contours of the hillside. Post war development, including affordable housing, has generally occurred on infill sites within the village and to the south of the river up the hill to the edge of Withypool Common. The area between the car park and the River Barle is an important amenity area for visitors to Withypool.

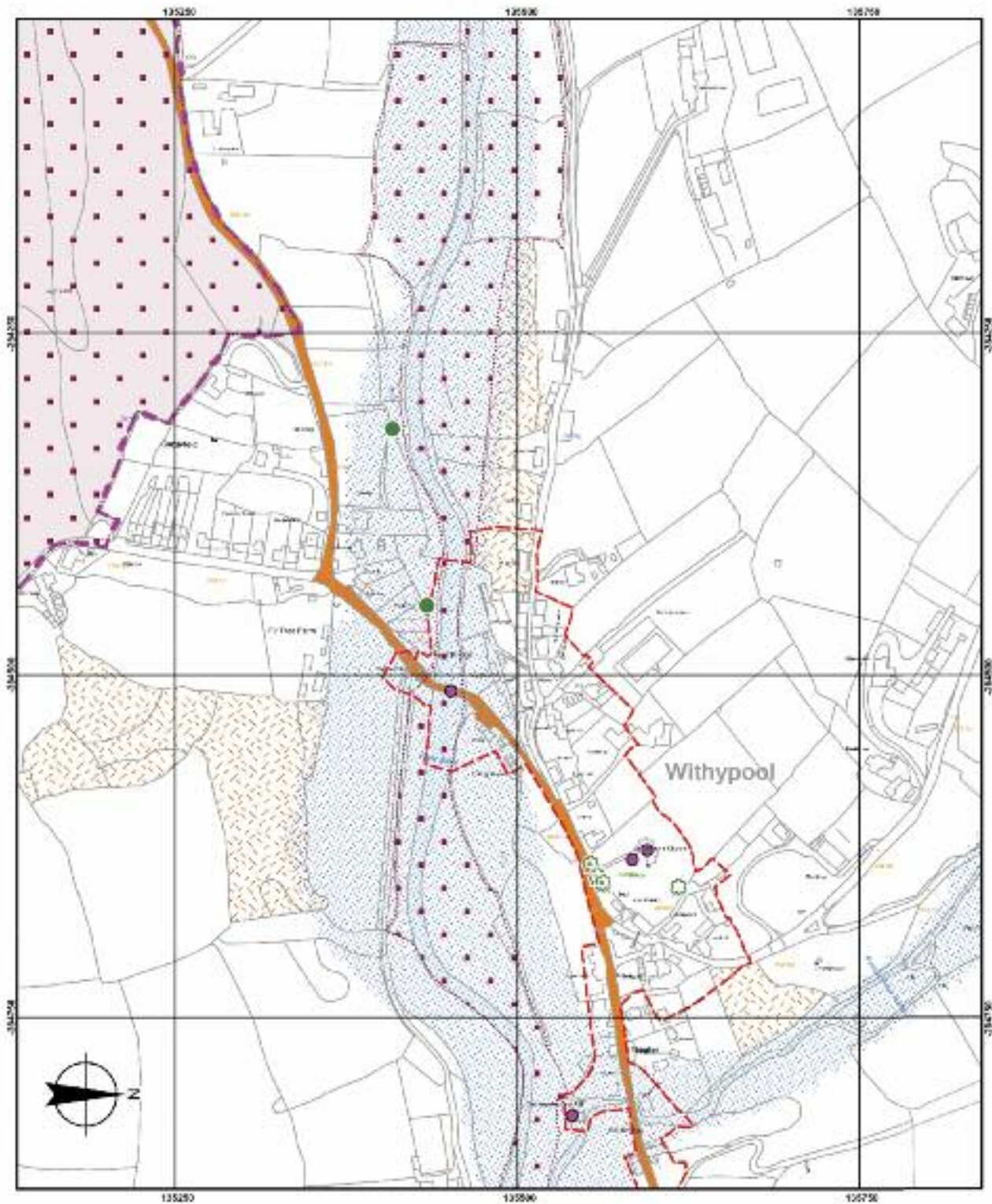
Local Services

10.149 Local community services and facilities in Withypool include the Post Office and shop, church and village hall. The tearoom and The Royal Oak Inn are examples of businesses in the village which cater for visitors as well as the local population.

10.150 There is no regular public transport serving the village, but a demand responsive bus service is available from Monday to Saturday.

Inset map 20: Withypool

Policies map
Adopted July 2017



© Crown copyright and database rights 2018 Ordnance Survey 100024878



Wootton Courtenay Village

Setting

10.151 Wootton Courtenay is situated on the lower slopes of Wootton Common, with a south facing aspect overlooking the Avill valley which runs towards Dunkery Beacon. The settlement lies within the high vale character area of the Farmed and Settled Vale landscape character type, which is particularly characterised by the undulating landform and small fields bounded by hedgerows. A number of narrow winding lanes connect the village to the main A39 and A396 routes lying to the north and south of the settlement respectively.

10.152 Barbastelle bats, a feature of the Exmoor and Quantocks Oakwoods SAC, are likely to be foraging around the village. Potential impacts of any new development proposals include disturbance or fragmentation of commuting habitat, and degradation of foraging habitat for barbastelle bats.

10.153 The lower part of the village has a few properties within an area at greater risk of flooding.

Built Environment

10.154 The older, historic centre of the settlement has a diverse pattern of informal building groups including some main groupings around the Grade I listed All Saints Church at the main village centre, and the lower village around the stream crossing. This central part of

the village was designated as a conservation area in December 1994 and includes most of the earlier settlement up to the 19th century. There are a number of listed buildings and structures within the conservation area including the Grade I listed Church of All Saints that dates from the 13th century.

10.155 The traditional building forms are natural stone, render, slate and thatch cottages fronting narrow lanes with natural stone paving and cobbled areas. Another important local feature is the high red sandstone boundary walls that provide a sense of enclosure to the historic settlement core. More recent development is generally lower density consisting of detached dwellings within large curtilages along the approach roads. This form of ribbon development has created a more linear settlement form.

Local Services

10.156 Community services and facilities in the village include: The Villagers Shop and Post Office, village hall, church and recreation ground. There are a few local businesses in and around Wootton Courtenay, including the vehicle repair garage and the Dunkery Beacon Country House Hotel. There is no regular public transport serving the village, but a demand responsive bus service is available from Monday to Saturday.

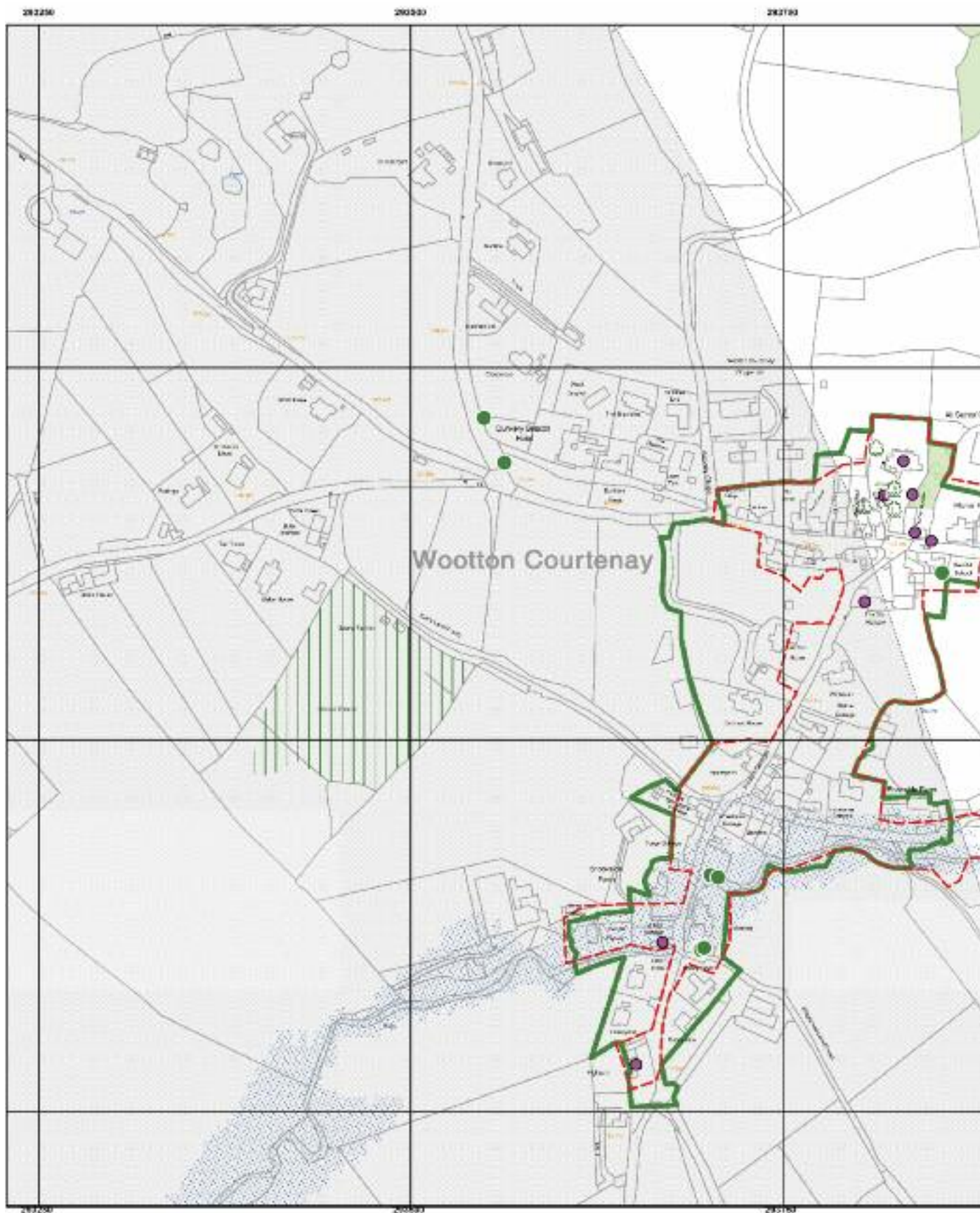
See Inset Map 21 on pages 340-341

Wootton Courtenay Village



Wootton Courtenay
Nigel Pratt

Inset map 21: Wootton Courtenay



© Crown copyright and database rights 2018 Ordnance Survey 100024878

Settlement is partially within Dark Sky Reserve Critical Buffer Zone.

Policies map
Adopted July 2017

