



Stoke Fleming Neighbourhood Plan

WHAT YOU SAID

The following is a selection of comments made by people in response to the Choices for Change consultation document.

Yes, it is hard to have new houses built but there are so many people needing homes.

No more holiday homes. The village has died. Give youngsters and single people a chance

Stoke Fleming is a small but vibrant village. A programme of urbanisation will rob it of its charm.

I am only in favour of developing property that is for the youth of the community. So, low cost and no buy to let or holiday let.

I live in a new build but I bought it because it had views to the sea, and if I had not been given assurances that would not change I would not have bought it. I strongly favour small business units – these I imagine would be artists' spaces, consultants, architects, professionals, not garages mending and selling cars but crafts people, makers and artisan bakers, that sort of thing. The library should be closed and the space made available for community education – teach the retired to surf the internet, for example.

I'm just interested in keeping our village as a village for as long as possible, though I have voted strongly in favour of new housing on A, B and C.

I was horrified when I saw the plans for two roads being built close to Venn Lane. When I moved here I came for the peace compared to Dartmouth.

Stoke Fleming is a wonderful peaceful village and I personally would like it to stay that way.

The only housing needed in Devon is CHEAP rental properties as most housing association houses are not cheap.

New housing is useless without jobs. We need better communications to encourage more small businesses.

Please leave the village as it is.

New housing should match local employment demand.

It would be a mistake to enlarge this village, or Dartmouth – the road access is incapable of handling any more traffic.

If housing area F is chosen there would be no need to spend even more money on widening roads etc.

Make sure housing is for young families or local people, and affordable.

The only sensible housing option, if it has to be, is F as it avoids any more destruction of the village.

The village needs an upgrade, but not at the cost of losing its identity

We, like most people, deeply resent this perceived need to expand in the AONB, when there is no employment or infrastructure to support it.

Building on areas A-D must be conditional on a new road link between School Road and Venn Lane.

Housing should only be allowed where the demand is for social and affordable housing for local people, not for buy to let or second homes.

The character of the village must not be destroyed by large scale development. It has already been doubled in size by the Deer Park development and another such as A,B,D & E would not enhance Stoke Fleming as a place to live and holiday.

There is little if any sea view from the A379 when one reaches the Premier Garage.

There are too many second homes. The narrow roads and lanes cannot support extra traffic.

I'd love to be able to rent or buy a four-bedroomed house.

I am strongly opposed to any further housing in Stoke Fleming. The traffic situation is extremely difficult and parking almost impossible.

I do not think any more houses should be built close to the school. Nobody knows who might be looking over straight into the playground.

We need truly affordable housing in the village for local people,

Work units are not necessary; Dartmouth has plenty.

Developments should be of attractive design with varying finishes, like the new estate at Chillington.

Extra housing does not require more road links. The only peaks are at school run times.

Having children at the school my biggest concern is the road. I am all for affordable housing but the main road is a nightmare already.

Strongly oppose any more second homes in the area. Some affordable housing is badly needed, for local people only.

It is important to build new houses where the infrastructure, especially roads, can support it. That is why Area F is more favourable, given that it is on the main road.

The argument about sea views is incredibly weak, given existing tall hedgerows. If managed correctly a new development at F would enable glimpses of the sea to be opened up. In any case the law clearly says that "sea views" cannot be used as a reason to stop development.

A link between School Road and Venn Lane is badly needed but a better alternative to Route 1 would be from the Kissing Gate, through land that is already available.

Route 2 would be expensive as it would not be funded by any development. The best option is to widen Ravensbourne Lane by two metres or so. The scraggy hedge between the lane and the playing field is wide, so little of the field would in fact be lost.

Even if roads cannot be built now it is vital that the potential routes are kept clear.

I am concerned about the exit from Deer Park. Very poor visibility and an accident waiting to happen.

The entrance to Deer Park is **very** dangerous.

Please bring back the No 111 bus.

Traffic congestion always generates the most negative feedback about our lovely village.

The entrance to Deer Park is very dangerous. Traffic comes through at far more than 20mph.

New street lighting outside the Deer Park entrance would be a big help. Most people who live there are elderly.

Imperative to keep bus service running

We are well served for footpaths, and they should avoid natural habitats and respect privacy,

I love walking down to Blackpool Sands and a "virtual" path for the first part would be wonderful.

Virtual pavements are useless, dangerous and would destroy the character of the village. I would strongly object to flashing speed limits and other measures. Nothing should be built on any green land between the main road and the sea.

Virtual footpaths **WORK !!** I have seen them used very effectively in other Devon villages, Radius 7 to Blackpool Hill is dangerous.

It would be more appropriate to increase the speed limit to 30mph between Deer Park and the Village Hall. Suggest moving the 20mph limit to Ravensbourne Lane.

A number of major businesses are dedicated to the tourist trade; others rely on visitors to boost trading and enable them to stay open to serve the local population. People need to be welcoming, and aware of the importance of tourists.

Local people who want affordable housing will need to be prepared to commute, as local jobs are limited.

Should there be Give Way arrows at one end of the stretch between Ravensbourne Lane and the Post Office?

We need speed restrictions between the Post Office and Overseas estate.

We need more shops, and a health service.

Thank you for all the hard work you have put in. We hope the Plan gives general satisfaction and is a good way forward for the parish.

I consider better broadband to be essential, and the Dartmouth – Kingsbridge bus link We need buses suitable for purpose, and more frequently. This is a tourist area. As I write it is Easter and of the four holiday days there are no buses on three of them – ridiculous!

I am in favour of solar panels on the roofs of all new builds.

We have lost a nursing home to commercial development and need provision for accommodation for the elderly, of which there are many.

Planting new trees is as important as saving existing ones, many of which are nearing the end of their lives. For example, the pines behind Tappers frame the view of the church from all directions and will be gone within 10-20 years if new ones are not planted now.

Areas “F” and “G” are central to the landscape and character of Stoke Fleming and any development there would be a disaster.

The key issue is for Stoke Fleming to be strengthened as a sustainable, attractive community. It must provide for its own housing need.

There is no mention of sheltered accommodation for the elderly.

Public transport could be provided for Bugford by one of the buses going to Dartmouth making a return detour once a day.

There should be no development on “G” as houses there with sea views would end up as second homes.

The houses that have already been built are ugly, crammed into the available space and resemble a prison camp. Some are already second homes. The area round Cotton Farm is planned for a large housing estate. How much more do we have to offer?

When a large number of houses is projected to be built near Sainsburys, Stoke Fleming needs to remain a small and attractive countryside village.

Access to School Road could be provided by building a short link road from above the toilets to Old Road and improving the junction of Old Road with the A379.

There should be traffic controls on busy routes i.e. lights on Church Road and/or any new routes that are put in place.

Venn Lane speed limits are completely mad. It needs to be 20mph all the way to Norton.

If we must offer land Area F would have the least overall impact being on a main road and with good access to Dartmouth. It should be noted that in Area E there is a high water table and in winter streams cross the field and springs appear in the road. Building there would increase the risk of flooding in the village centre.

New housing on F opposite the garage? What about the sewage pipeline, plus the land may already be earmarked for wind turbines. The new Route 2 crosses a field which again may be earmarked for development, As for completing the Coast Path, crossing private land, that would come with more stiles and gates to be left open, people who don't keep to the path, livestock worrying by dogs (which in no uncertain terms would have a fatal outcome for the dog!) To cap it all, the landowner then has to maintain all these stiles and gates.

We need a by-pass. Can it be done here? We believe it can, if the main road turned left at Blackpool (up the valley) to Embridge, then past Riversbridge, across Venn Cross and rejoined the present route at the far side of the pinchpoint at the Toll House. This conflicts with the suggestion of preserving Blackpool Valley to Venn, but will enhance the quality of life for villagers and make Stoke Fleming a highly desirable and attractive village.

Congestion could be solved by a by-pass, possibly quite simply, by diverting the A379 from a point between Poundhouse and the garage to run across Redlap Lane, skirting the rear of Bidders, with a bridge over Shady Lane, and emerging at Leonard's Cove.

New parking is much needed. We are in favour of Routes 1-3 as long as there is a demand for them – Areas A to E require link roads.

If West Dart is approved they will put 240 houses, and industrial depots, covering the natural environment. After that they will increase development in Stoke Fleming, maybe double, outflank the parish council and maybe join us with Dartmouth – like Brixham joined Torbay,

Use part of Area C to extend car parking if necessary.

New houses best in Venn Lane or opposite the garage. Both would have less impact, with traffic not having to enter the village.

I think the question with housing is not where, but what. I oppose all expensive housing which is out of the reach of local people.

I would like to have the option of gas being connected, although I am aware that in the past it was turned down by the village.

I would like to see an emphasis on the provision of affordable housing, and on self-build especially.

I think developments for the village are a good thing as it brings more people to the village, using facilities and keeping things open and in use.

Thank you for doing this. Love my village.

We live on Overseas and though not opposing new housing on G in principle feel that the current lane is too narrow for additional traffic and a new access would be required.

New housing should have easy pedestrian access to the school. What about a path and cycleway across to the collage and the supermarkets?

As a second home owner spending at least 25% of my time in Stoke Fleming I have been grateful for the opportunity to contribute to this survey. The greatest attraction of Stoke Fleming is its sea views and quiet unspoilt atmosphere. I would be strongly opposed to any development which detracts from that.

Widening the rural parts of Venn Lane would encourage more traffic. Visibility exiting Ravensbourne Lane should be improved, whether it is widened or not.

To make sure that new houses go to local people could covenants be included to prevent second homes and buy to let?

A bottle bank would be beneficial. Taking them to Dartmouth is not easy if you don't have your own transport.

The Birdwalk for me is a unique winding pathway that has the quality of a secret garden with its canopy of branches and forest of trees on either side. If we 'manage' it then its magic could so easily be lost.

Much as I love and use Old Road, I reluctantly feel that if built we must then developing this access would be the most positive way of relieving village congestion with the minimum effect on people and property.

If we must build then it does seem eminently sensible to favour F and G and protect the integrity of the village.

The completion of the Coast Path would be most worrying as it would attract people to Shady Lane which is one of the truly quiet places with wildlife that would be disturbed.

The A379 is already a very busy road. New housing in A,B,D and E with link roads would alleviate the A379. Local people would use them, leaving the main road for through traffic.

Stoke Fleming already has the School Road development and West Dart is looming. Isn't that enough?

... and finally: Wendy and Sue enjoyed the job of collecting the responses. Walked our feet off, but the weather was lovely and people friendly.