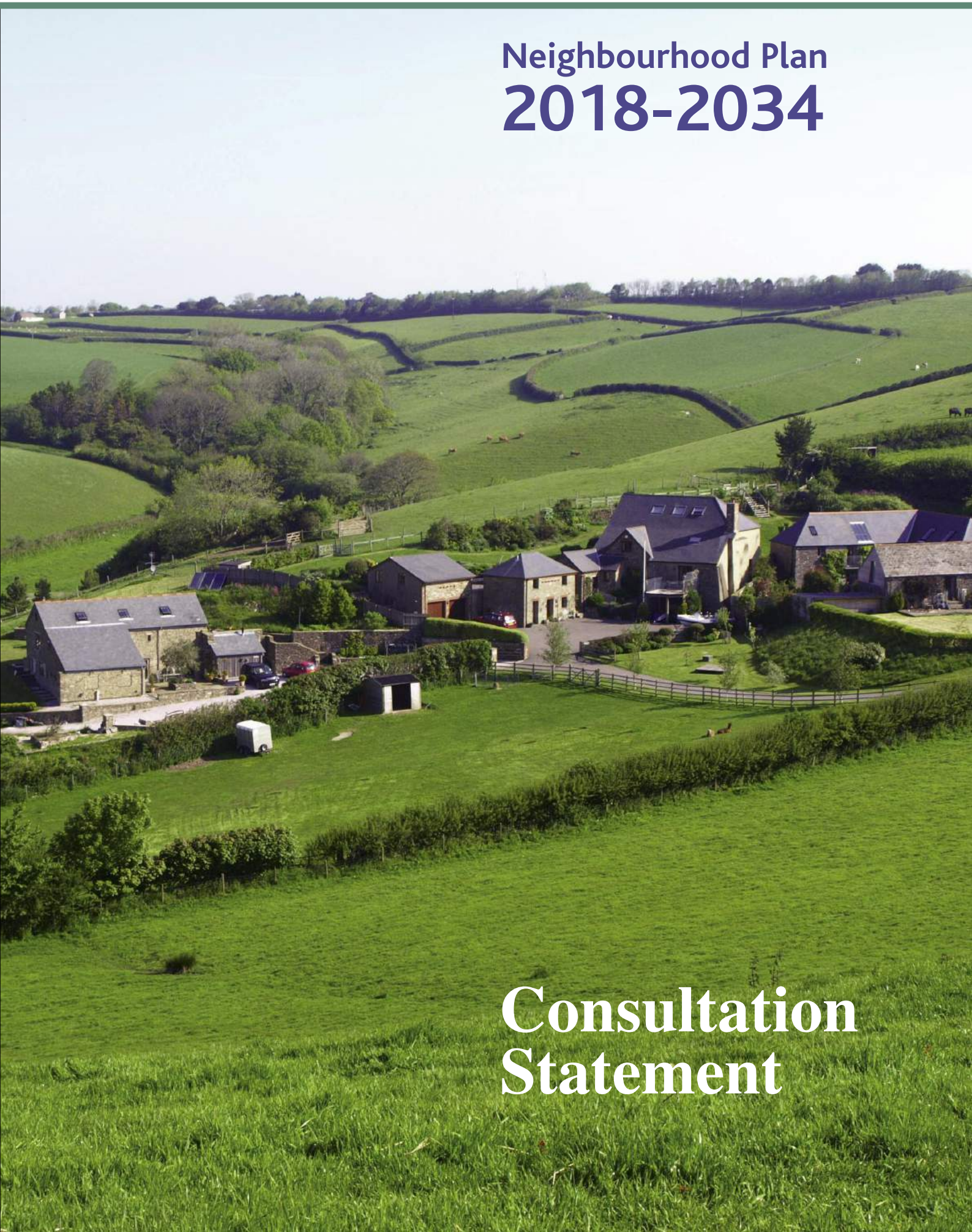
Stoke Fleming

Neighbourhood Plan 2018-2034



Consultation Statement

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1. Introduction

This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012. Section 15(2) of the Regulations sets out what a Consultation Statement should contain:

(a) contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
(b) explains how they were consulted;
(c) summarises the main issues and concerns raised by the persons consulted;
(d) describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

2. Consultation Aims

In September 2013 Stoke Fleming Parish Council took the decision, in accordance with the provisions of the Localism Act 2011, to create a Neighbourhood Development Plan for the parish.

The Terms of Reference submitted to South Hams District Council (SHDC) as part of the application process provided for the establishment of a Steering Group to oversee the process. Four working groups were formed to address different aspects of the Plan, one of which was the Consultation and Communication Working Party.

The aims of the consultation process were:

- To involve the community as much as possible throughout all stages of the Plan's development so that the Steering Group was informed by the views of local people and other stakeholders from the start of the process;

- To ensure that consultation events took place at critical points in the process where decisions needed to be taken;

- To engage with as wide a range of people as possible, using a variety of approaches and communication and consultation techniques; and

- To ensure that results of consultation were fed back to local people and available to read (in both hard copy and online) as promptly as possible.

3. Consultation Process

The Parish Council submitted the Terms of Reference for the Plan to SHDC in January 2014 and during a six week consultation period by SHDC the intention to develop a Neighbourhood Plan was communicated to the community by way of a full colour leaflet distributed to every household with the April issue of the Stoke Fleming Magazine. The leaflet summarised the background to neighbourhood planning, announced a public meeting to be held on 21st May and invited members of the community to become involved and if interested to express an interest in becoming a member of the Steering Group.

Two "Village Check Days", to be held in late June, were also announced, at which residents would walk throughout the village in parties of half a dozen, taking fresh note of what they saw, exchanging thoughts and then comparing the outcomes with the members of other groups.

The leaflet is attached as **Appendix 1** to this document

The public meeting was attended by more than 100 residents. It contained a display highlighting the key features of neighbourhood plans, with examples from the draft plans of other parishes similar in size and character to Stoke Fleming. The Parish Council explained that the process of drawing up the Plan would give members of the community the opportunity to decide what type of development they did – and did not – want to see take place, and that provided the plan was in general accordance with area, national and EU legislation, once it same into force it would have statutory effect and would have to be taken into account when planning decisions were taken.

Those who attended were invited to complete a questionnaire indicating what they did and did not want to see happen. The 159 resulting comments and suggestions, together with 68 put forward by the Village Check Day groups, were analysed and used to set the agenda for deciding on the content and policies of the Neighbourhood Plan. The analysis of responses is set out in **Appendix 2** to this Statement.

The intention was to consult all parish residents and in addition:

- The consultation bodies (English Heritage, Natural England, the Environment Agency etc):
- Local groups and organisations
- Local businesses and landowners

The Milestones in the consultation process are set out in **Appendix 3**

The means by which the community would be kept informed of progress in developing the Neighbourhood Plan, and engaged in the process, were:

Through a new parish website, www.stokefleming.org, designed with the Neighbourhood Plan as a key part, but also intended as an ongoing resource – an information hub of use to local people and businesses, and to visitors to the area. (**See Appendix 4**)

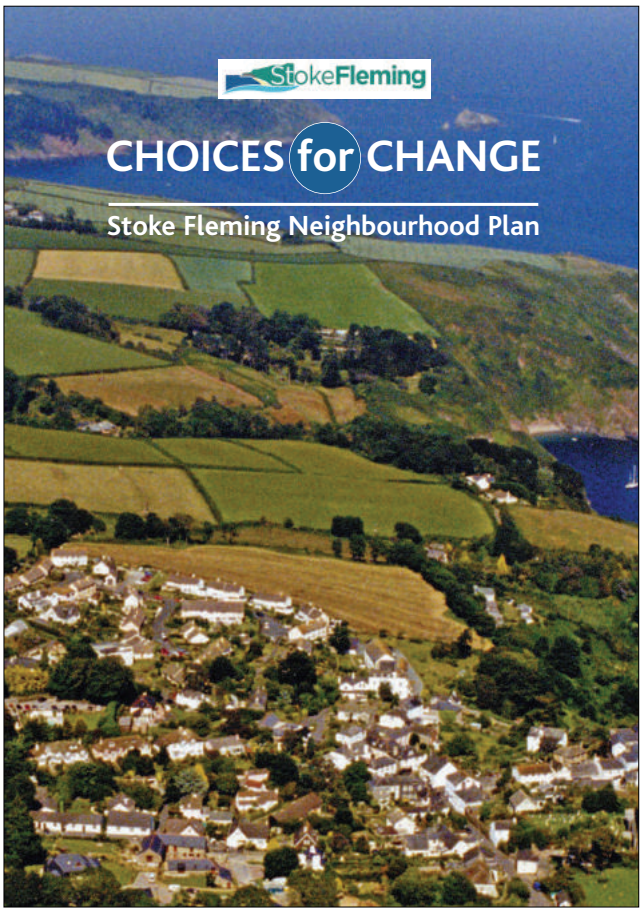
Through monthly articles in the Stoke Fleming Magazine and periodic ones in the weekly Dartmouth Chronicle. (**Appendices 5a and 5b**)

By e-mail newsletters, using a database compiled from response forms

By publishing minutes of Steering Group meetings, which were open to the public, on the website and in the Stoke Fleming Magazine.

By holding periodic public meetings and events

Following analysis of the responses to the initial consultation initiatives the Steering Group developed a 12-page full colour booklet, **"Choices for Change"**, setting out 55 options under the headings: New Housing, Protecting



specific areas, Commercial Development, Roads, Parking, Pavements and Footpaths, Public Transport, Community, Environment and Infrastructure. This was distributed with the April 2015 issue of the Magazine, ensuring that a copy went to every household in the parish. It was accompanied by a response form and household survey. (**Image of Choices cover**).

People were offered the option of returning forms, in sealed envelopes, to the Post Office, Library or pub, but the Steering Group also engaged a marketing company that called at least twice at each address in the parish to collect returns.

More than 260 responses were received out of approximately 550 households, a rate of just under 50%.

All the responses were analysed and the numbers for each option listed as: Strongly in Favour, In Favour, Don't know/care, Against, Strongly Against, Total For, Total Against and Total Votes. The outcomes were published on the website, with a commentary and a full selection of comments gleaned from the response forms.

The Choices for Change Booklet, questionnaire and survey, analysis, commentary and comments are attached as (**Appendices 6, 6a, 6b,6c,6d**).

The Steering Group prioritised potential policies and initiatives in the light of the information that had been received, and the four working parties began work on a first draft of the Plan. Meanwhile a further survey targeted residents in the rural areas of the parish, and among businesses and landowners/farmers.

A major public consultation meeting was arranged for 23 November 2015 and the emerging Draft Plan was displayed in full detail. People were invited to complete a detailed response form giving their views on the draft policies and initiatives. As before, these were compiled and analysed. The response form is attached as **Appendix 7**

115 people attended, of whom 74% completed a response form and 34% a short supplementary questionnaire.

The Steering Group continued working on the Draft Plan, maintaining communication with the community through the means listed above, and by stalls at the annual Horticultural and Sports Day, the Christmas Tree Festival and other events.

Early in 2016 progress was slowed down when SHDC and the neighbouring West Devon Borough Council (WDBC) decided to link up in order to make cost savings. The Planning Departments were affected in a major way. New advice was then issued, from West Devon, that necessitated a substantial re-think in the way that Plan policies were to be drafted. While that was being done SHDC and WDBC, in effect merged under the name South West Devon and embarked on a Joint Local Plan.

They subsequently formed a partnership with Plymouth City Council for the sole purpose of developing an even more substantial Joint Local Plan, under which the city took responsibility for the creation of most of the homes that will be required over the next 15 years. This substantially altered the likely requirement for Stoke Fleming and meant that a complete re-think of the housing policies for the Stoke Fleming Neighbourhood Plan was required.

The Steering Group kept the community advised of these developments, and by October 2016 had produced a revised Draft Plan, which was further amended in the weeks before Christmas.

A pre-submission version of the Plan was produced by late February 2017, together with a four-page summary of the key elements in the Plan, distributed to all households with the Stoke Fleming Magazine April edition, published in late March . The summary, the Magazine and the website all carried information on where full versions of the Plan could be inspected.

A further public meeting was held in the Village Hall on Monday 10th April, from 3.00 pm to 8.00 pm. Parishioners had an opportunity to browse the full version of the Plan, displayed on panels around the hall, and to discuss the proposals with each other and with Steering Group members.

April 10th marked the beginning of the six-week pre-submission consultation, during which comments were received from residents, statutory organisations, stakeholders and the district council. These ran to 64 pages of typed A4 text and almost 22,000 words. Each response was carefully considered and in consequence various changes were made to the draft Plan. All the responses are set out in Appendix 8, with the Steering Group's comments and notes of changes made to the Plan.

The consultation period was extended until June 30th to ensure that all views could be included and taken into account.

A Strategic Environmental Assessment of the revised draft Plan concluded that:

Potential significant effects

The assessment has concluded that the current version of the SFNP is likely to lead to significant positive effects in relation to the 'population and community', 'health and wellbeing' and 'transportation' SEA themes. These benefits largely relate to the SFNP's focus on enhancing the quality of life of residents and accessibility, including through the protection and enhancement of open space and green infrastructure networks and its focus on improving pedestrian linkages in the Neighbourhood Plan area. In addition, the Neighbourhood Plan has a strong focus on protecting and enhancing landscape and villagescape character and the setting of the historic environment, leading to significant positive effects in relation to the 'landscape and historic environment' theme.

The current version of the SFNP will initiate a number of beneficial approaches regarding the 'biodiversity', 'land,

soil and water resources' and 'climate change' sustainability themes. However these are not considered to be significant in the context of the SEA process given the scope of the Neighbourhood Plan and the scale of proposals.

The Draft was forwarded to SHDC on 23rd October for a further informal assessment, prior to formal submission once any final changes had been made.

4. Key Issues

HOUSING, DEVELOPMENT

From the time consultation commenced various aspects of the requirement to allow for additional housing were voiced as concerns.

Most centred on limiting growth, and concentrating on providing housing for local people. Among the most common were:

- More affordable homes
- Rental properties for locals
- Reserved housing for locals
- A curb on second homes
- End housing growth

with lesser numbers favouring infill housing only, the right to build on one's own land, small commercial developments and a restriction on building on the seaward side of the main A379, which has important coastal views.

Following the Choices for Change consultation it became evident that opinions were divided on where any new development should take place. Of the six areas put forward the one most favoured received 113 votes in support and the least favoured 79, with three others scoring 98 or 99. On balance, development on School Road or Venn Lane was more popular than along the coast road.

By the time the first draft Plan was drawn up the proposals for development centred on School Road with Venn Lane as a reserve site. This also linked with proposals for roads and footpaths (see below) to ease congestion in the centre of the village and improve connectivity.

Following the creation of the South Hams – West Devon – Plymouth Joint Local Plan the scale of housing required from smaller local communities had been reduced, with 10 given as an indicative number for Stoke Fleming and others of similar size.. The first Draft had allowed for up to 60, based on indications from SHDC. As a result of this change the number of sites selected for inclusion in the Plan was reduced to two, allowing for up to 30 dwellings, with other sites being de-selected for specific reasons which were set out in an appendix to the Plan.

In August SHDC approved development on a field to the west of School Road, on a site not selected in the draft Neighbourhood Plan. In consequence one of the two sites in the Plan was taken out. One site remains, allowing for up to 10 homes.

The housing figures were net of housing started after 2014, "windfall" development and rural development, which have amounted to 92 new dwellings. The need for affordable housing and good quality design were emphasised.

ROADS AND TRANSPORT

The village is virtually divided into two halves, linked by a narrow, winding main road with no pavements and a narrow, dark and uneven footpath. Improving connections between the two parts of the village was considered a key issue.

The lack of parking in the centre of the village caused much comment, as did the speed of traffic along rural and suburban Venn Lane – nowadays a common route to the coast suggested by satnav devices, in preference to main roads.

In the Choices for Change consultation 1,132 votes were cast in favour of improvements to roads and footpaths, with only 232 against.

Among the measures considered to improve connections and road safety were:

- Widening of Ravensbourne Lane, the link between the A379 and Venn Lane, where much housing is located

- Creation of a link road from Venn Lane to School Road, where 60 new homes have been built in recent years and more were anticipated. This would allow traffic, including school run traffic, to avoid the centre of the village when going to and from School Road

- Major improvements to the Bird Walk, the main footpath linking the north and south halves of the settlement

- A new footpath across Church land from Rectory Lane, providing a safe route for schoolchildren

- Two "virtual" pavements – one down the most dangerous parts of the main road in the village and the other from the centre towards Blackpool, where the very popular beach is located.

- A new footpath from the northern outskirts of the village towards Dartmouth

The reduction in the scale of proposed development ruled out the first two options because of insufficient funding. The others have been retained, as has a proposal to create a new car park close to the village centre.

ENVIRONMENT

In Choices for Change 1,177 votes were cast in favour of protecting six areas in the parish, and only 112 against protecting them. 125 were in favour of creating new open spaces; 28 were against.

Other issues included:

	For	Against
Commercial wind farms in the AONB	14	206
Commercial wind farms outside the AONB	44	158
Private wind turbines on green land	52	137
Developments that spoil public views	19	199
Preservation of trees and the natural environment	198	24

The Plan creates a number of Local Green Spaces, giving protection to areas such as the Playing Field, Bowling Green etc. Larger areas cannot be protected in that way but the key ones have the protection of the AONB, and in addition the Plan aims to protect 12 Locally Important Views that cover the areas in question.

The Plan prohibits wind farms within the Plan Area and especially in the AONB and Undeveloped Coast.

The Plan includes a new Open Spaces, Sport and Recreation Plan. It gives protection to trees of amenity value generally, and to specific copses and woodlands in rural areas.

INFRASTRUCTURE

569 people favoured improved broadband and mobile services, which are of benefit to ordinary residents, local businesses and visitors to the area. The Plan supports efforts to achieve these.

STOKE FLEMING

(INCLUDING BUGFORD AND HILLFIELD, ASH, BOWDEN AND EMBRIDGE)

Coming Soon! – our Neighbourhood Plan

Your opportunity to say how your community should develop

Under the terms of the Localism Act 2011, local councils are able to draw up Neighbourhood Plans which will establish a framework for planning and development within their area. Everyone in the community will be able to have a say in the content of the Plan, which will cover such things as housing, commercial development, roads, public spaces, transport, access and parking.

Stoke Fleming Parish Council is now taking the first steps in that process, beginning with public consultation and the formation of a Steering Group which will be responsible for the preparation of the Plan. The Steering Group will have up to 15 members, nine of whom will be the parish councillors and up to six others. An initial public meeting will also be held.

Anyone who wishes to be kept informed about the development of the Plan, or who is interested in being a member of the Steering Group, should contact the Parish Clerk by e-mail – stokeflemingclerk@live.co.uk or telephone 01803 770095.

The public meeting will be held on Wednesday 21st May at 7.30 pm in the Village Hall.

We welcome the involvement of all, young and old, whether living in the village or in other parts of the parish, and from all walks of life. This is your neighbourhood, and this is an opportunity to participate in deciding what development you do wish to see take place, and what you do not.

Each parish Neighbourhood Plan will sit within a wider Area Plan – in our case the South Hams Area Plan. South Hams District Council will provide support to our Steering Group, and Government funding will be available.

In due course a referendum will be held, and the Neighbourhood Plan will be adopted if a majority vote for it. It will be important, therefore, that all views are taken into consideration, so that the Plan has the support of as many people as possible.

Your Community, Your Voice

The kind of things a Neighbourhood Plan CAN DO include:

Decide on immediate priorities – what could be achieved in the next five years – and long-term ones. Ensure these are what people within the community want, and how they want them.

For example:

Housing: What new housing is needed, what for, where should it be and what should it look like. Also, where housing should NOT go, and what it should NOT look like. Bring vacant or derelict buildings back into use.

Business development: Whether the local economy would benefit from limited commercial development that would allow local people the opportunity to start up their own businesses and generate employment opportunities. If so, where could units go?

Roads and transport: With a growing village population – and more housing – are there existing or foreseeable communication and access problems, and what could be done to alleviate them? Consider the need for additional car parking.

Public spaces: Protect existing public spaces and recreation facilities, and earmark sites for new ones. Enhance those that already exist.

Community: Plan for the provision of school, health, recreation and other facilities. Preserve and enhance the character of the locality. Ensure that new development is compatible with the built and natural environment. Ensure that the needs of the outlying areas of the parish are considered and taken into account.

Planning consent: Once the Plan is in place, give planning permission for things the community wants to see happen.

The things a Neighbourhood Plan CANNOT DO are:

Conflict with the strategic policies in the wider South Hams Local Plan.
Propose less development than is set out in the Local Plan, or prevent development that is included in the Local Plan
Be in breach of national planning laws.

Your Community, Your Voice

Stoke Fleming Neighbourhood Plan
Suggestions made at May 21st village meeting sheet 1

Housing, development	
More affordable homes	9
Rental properties for locals	4
Reserve housing for locals only	5
Curb on second homes	1
End housing growth in village	3
No more housing in School Road	1
No commercial development	1
Small-scale commercial development	4
Permission to build on own land	1
Better storage for affordable homes	1
More development to help village grow	2
West Dart to remain in parish	1
Development of Leonard's Cove	1
New builds in local style	1
Maintain balance of social mix	1
Replacement for Deer Park Inn?	1
No development opposite Premier Garage	1
No development on main road	1
Forbid extensions that affect skyline	1
No new development or extensions E of A379	1
Infill housing only in village	3
	44

Roads, transport	
Parking	12
Public transport	9
Buses on Sundays in winter	1
Road safety around school	1
Safe footpaths for children	1
Speed restrictions/enforcement	4
Siugnpost school from Post Office	1
Link road Venn Lane to School Road	6
New footpaths in village	5
Better road maintenance	2
Cycle/foot path to Dartmouth	1
Maintenance of footpaths	1
Improvements to Birdwalk	1
Coordinate roads/transport with housing	1
Inadequate road network	1
Potholes and flooding in lanes	4
Flood problems in village	1
Increased traffic on Venn Lane	1
Make Venn Lane one-way from Venn X	1
"Virtial" (painted) pavement in centre of village	1
Improve visibility at crossroads in lanes	1
Complete "coast" path on coast	2
Remove redundant road signs	1
Sleeping policemen by garage and Village Hall	1
Give Way sign at Stoke House Gardens	1
	61

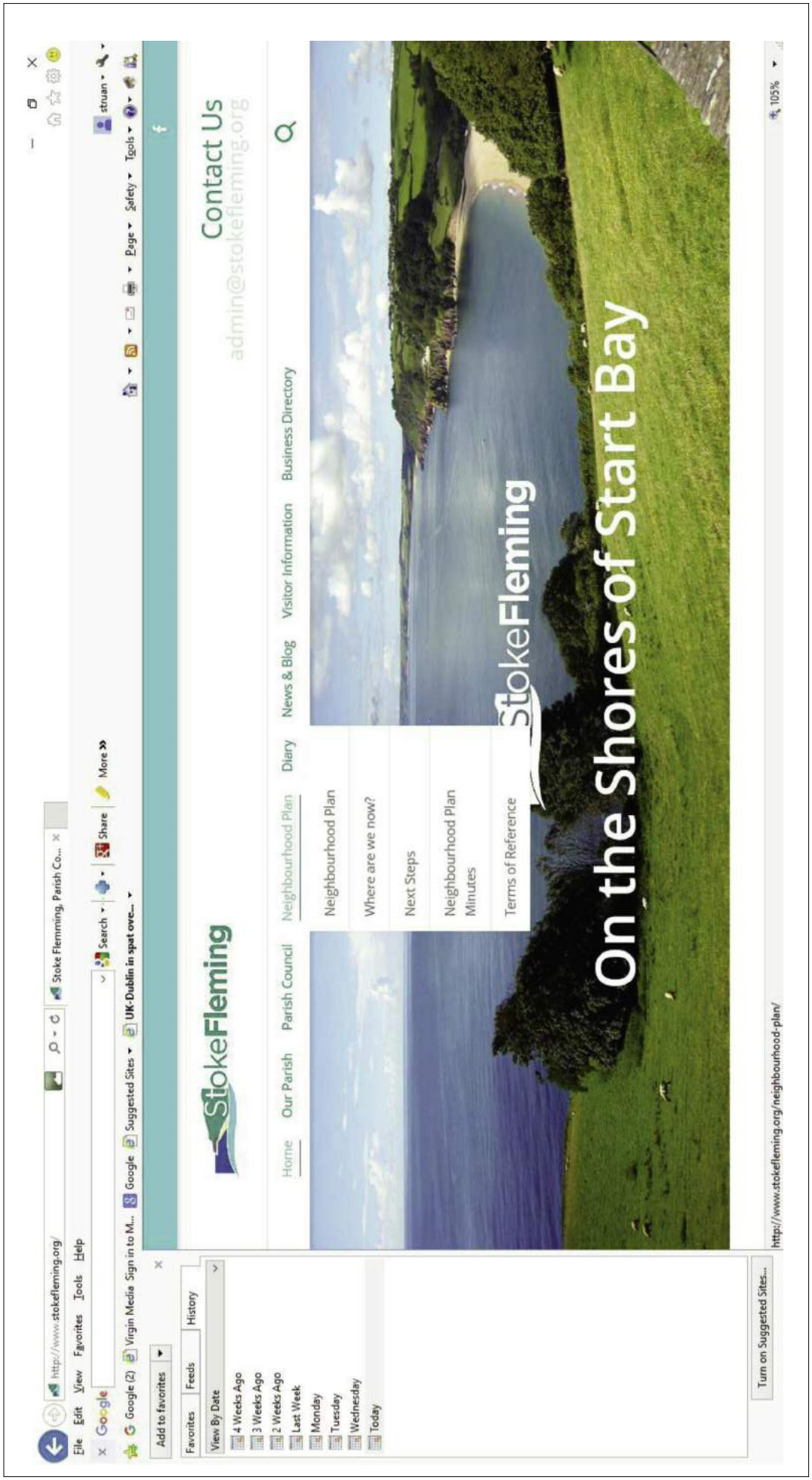
Community	
Health facilities	2
Regular GP surgeries in Village Hall	1
Development of school	9
Ensure village remains vibrant	1
Youth facilities	2
Protection of open spaces	3
More open spaces?	1
Emphasise support for AONB	1
Swimming pool	1
Encourage community volunteering	2
Better parish website	1
New location for shop, with parking	1
Better links with Strete/Slapton/Stokenham	1
Use neighbourhood plan to stengthen comm spirit	1
Bottle bank	1
Protect library, post office	3
	31

Environment	
Protection of natural environment	4
Replanting to maintain woodlands	2
Green burial plot	3
No solar farms or wind turbines	3
More frequent litter pick-up on roads	1
Batter grass cutting	1
Preserve all trees	1
	15

Infrastructure	
Gas	1
Mobile coverage	2
Improved broadband	5
	8
	159

SFNP Milestones

Date	Milestone	SFNP
2.10.14	Parish Council agrees proposed boundary of NP area	
4.12.13	Chairman advises PC that terms of reference have been drafted	
7.1.14	Terms of reference submitted to SHDC	
29.1.14	Cllrs Coupar and Wreford-Brown to draft leaflet for public distribution	
5.3.14	Parish Council agrees leaflet text, distribution in Magazine, presentation at annual parish meeting 16.5.14 and public meeting 21.5.14	
4.4.14	SHDC begins six week public consultation period	
21.5.14	First public consultation meeting	
25.6.14	First Village Check Day, with second on 28.6.14	
11.7.14	First Steering Group meeting. Working Parties appointed. Results of consultation published	
24.9.14	Second Steering Group meeting, with SHDC represented. Core Group established	
22.10.14	First Core Group meeting	
12.11.14	Second Core Group meeting. Work starts on drafting a document setting out options, based on consultation responses	
5.1.15	Drafting of second major consultation document starts	
18.2.15	Content finalised	
23.3.15	"Choices for Change", a 12-page colour booklet setting out 55 options, is distributed to every household, with questionnaire and household survey	
17.4.15	Closing date for responses	
30.4.15	Responses analysed, collated and published	
12.5.15	Annual parish meeting and NP consultation on responses	
1.6.15	Work starts on first draft of Plan	
1-31.7.15	Rural survey, business survey and consultation with agricultural community	
28.8.15	Working parties submit draft content. Compilation starts	
23.11.15	Public consultation to display first draft	
23.12.15	Review of responses and comments finishes	
11.1.16	Work starts on second draft, taking into account comments made at November meeting	
6.2.16	Second draft completed	
8.3.16	Meeting with South Hams District Council to review draft	
26.5.16	Delayed meeting with DCC Highways to discuss relevant policies	
9.6.16	First communications from merged West Devon and South Hams Joint Local Plan, with new guidelines for NP drafting	
10.9.16	First announcement of partnership with Plymouth to form a Plymouth and South West Devon Joint Local Plan, announcing a new Village Sustainability Assessment. Work on progressing Stoke Fleming Plan suspended awaiting developments	
17.10.16 – 11.11.16	Based on advice that the requirement for new housing in rural parishes will probably be substantially reduced because Plymouth will take most of the requirement for the new Joint Local Plan area Further interim drafts are circulated for discussion	
22.12.16	Closing date for comments on new Joint Local Plan proposals	
17.2.17	Pre-submission draft NP circulated	
23.3.17	Pre-submission draft NP published on the parish website and a summary distributed to all households with the Stoke Fleming Magazine	
10.4.17	Public consultation meeting at Village Hall 3-8 pm. Consultation period begins	
30 6.17	Consultation period ends. Steering Group starts to analyse responses.	
21.10.17	Steering Group agrees Submission draft of the NP. A copy is forwarded to SHDC for informal assessment prior to final submission.	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struan
Add to favorites
Favorites
Feeds
History
View By Date
4 Weeks Ago
3 Weeks Ago
2 Weeks Ago
Last Week
Monday
Tuesday
Wednesday
Today
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Our Parish
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10

STOKE FLEMING NEIGHBOURHOOD PLAN

Counting of the responses to the **Choices for Change** consultation document is drawing to a close, and the results will then have to be analysed in full before they can be published in detail. However, with a large number of returns already in, certain trends are becoming clear. The 55 options contained in Choices for Change were drawn from comments and suggestions made by parishioners during earlier rounds of consultation. The Steering Group felt these should be put to every household in Stoke Fleming, so that it could ascertain which had widespread support, and which had not. The 55 options are **not** proposals and responses are not being taken as a "vote" on them. The feedback from this exercise will help the Steering Group draw up a series of policies, which will be incorporated in a draft of the full Neighbourhood Plan, to be produced later this year. Once views have been expressed on that draft, a final version will be prepared for submission to South Hams District Council, our local planning authority. SHDC will be responsible for organising a referendum on the Plan and, if it receives majority support, it will come into force.

There has been overwhelming support for a number of the options, including the provision of health services, new classrooms at the school, protection for a number of rural areas, flood protection measures both in the village and in the wider parish, new car parking at Mill Lane, an all-year round Sunday bus service, and for various paths and pavements – including completion of the Coast Path and improving the Birdwalk. There was equally strong support for preserving woodlands and protecting public views from encroachment by development, for better broadband and mobile phone services

On the key issues of housing and roads, opinions are more divided.

Stoke Fleming, like every other area in the country, has to comply with national and local area (South Hams) policy on planning and the provision of new homes. If the development at West Dart, 95% of which is within the boundary of Stoke Fleming parish, goes ahead, that should enable us to satisfy the requirement for housing to meet "external" need and enable us to focus on local need and organic growth. However, although that development is expected to go ahead we are not able to assume that it will. Of the seven areas identified as possible sites for future development, none looks like achieving an overall majority, though the differences between those "For" and those "Against" are in some cases not great and the "Don't Knows" may hold the balance. Some favour development in the School Road – Venn Lane area, together with associated road improvements. Others would rather see development along the A379, avoiding the need for new roads and any increase in congestion in the heart of the village.

The Steering Group will have to consider with care all of the responses and comments made on returns forms, before determining how best to proceed. Meanwhile, the returns from the household survey that formed part of Choices for Change will be studied and these will help provide vital information about the parish and the need for different types of housing and development.

Cllr. Struan Coupar

11

Residents gather for a neighbourhood plan open day at Stoke Fleming

Barry Morri

Villagers stare into the future

by KAREN PERROW

RESIDENTS in Stoke Fleming have been brought up-to-date on the progress of their developing Neighbourhood Plan at a public consultation meeting in the village hall.

It was attended by more than 120 parishioners, who were able to study displays setting out progress to date and draft policies.

There was also a chance to talk to steering group members and discuss the next stages in the development of the plan.

Consultation response forms were given out for comment on 35 proposed policies on housing and development, roads and transport, green spaces, community and environment.

Those present were also asked to complete a short questionnaire covering seven key elements of the plan. The results were as follows:

- **Are you in favour of minimising development on agricultural land?** Yes, 90 per cent; No, eight per cent; Undecided, two per cent.
- **Do you think the proposed amount of new housing (60 homes over 20 years) is reasonable?** Yes, 66 per cent; No, 25 per cent; Undecided, nine per cent.
- **Do you understand that the Stoke Fleming plan will have to meet the requirements of national and regional plans?** Yes, 99 per cent; No, zero; Undecided, one per cent.
- **Are you in favour of improving connections between different parts of the village?** Yes, 77 per cent; No, 13 per cent; Undecided, 10 per cent.
- **Would you like to see new or improved open spaces?** Yes, 64; No, 20 per cent; Undecided, 16 per cent.
- **Do you want all new developments to include affordable housing?** Yes, 69 per cent; No, 22 per cent; Undecided, nine per cent.
- **Are you happy with the way in which the Neighbourhood Plan is progressing?** Yes, 76 per cent; No, seven per cent; Undecided, 17 per cent.

Work will continue on progress towards a final draft of the neighbourhood plan.

Meanwhile, consultations with stakeholders, including those who own land that could be considered for development, have been continuing and working parties set up to study various aspects of the plan.

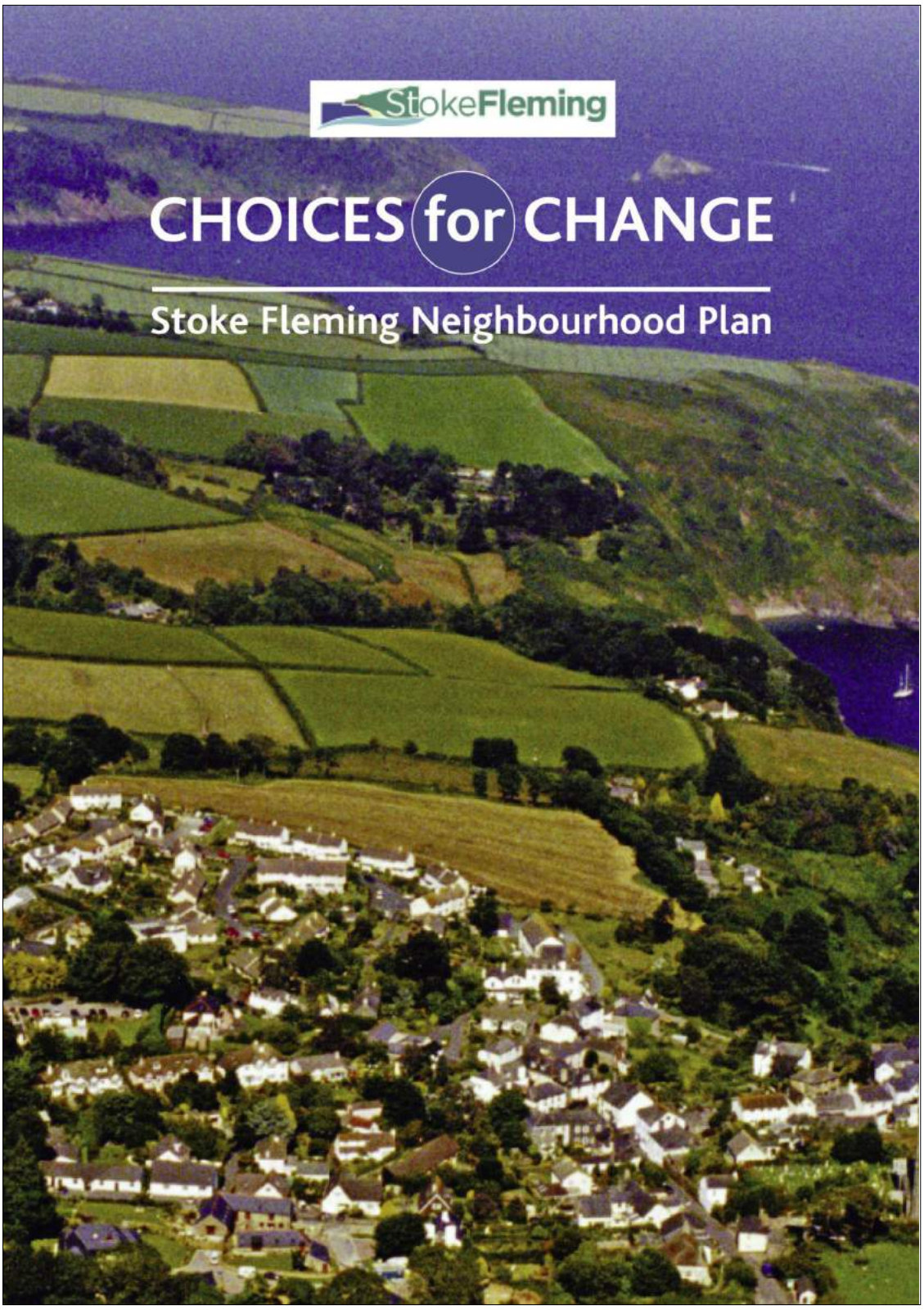
Cllr Katie Franks, chairman of the council and the steering group, said: 'It was a very well-attended event, which ran from 3pm to 8pm in order to allow as many people as possible to attend. The initial results are encouraging, and suggest that between two-thirds and 99 per cent of those who attended are in broad support of the latest proposals.

'There is still much work to be done, but we hope that production of a final draft is now within reach.'

Several other parishes and towns in the area have begun to develop their own Neighbourhood Plans and some – including Strete, Stokenham, Harberton and Harbertonford have been keeping tabs on progress at Stoke Fleming, which is considered something of a local 'front runner'.

Struan Coupar, one of the members of Stoke Fleming's steering group, said: 'We are very happy to share our knowledge and experience with others, just as we have benefitted from tapping into what parishes across the country have been doing.

'There are more than a thousand parishes and towns involved in developing Neighbourhood Plans and there is no point in us all trying to reinvent the wheel.'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CHOICES for CHANGE
Stoke Fleming Neighbourhood Plan

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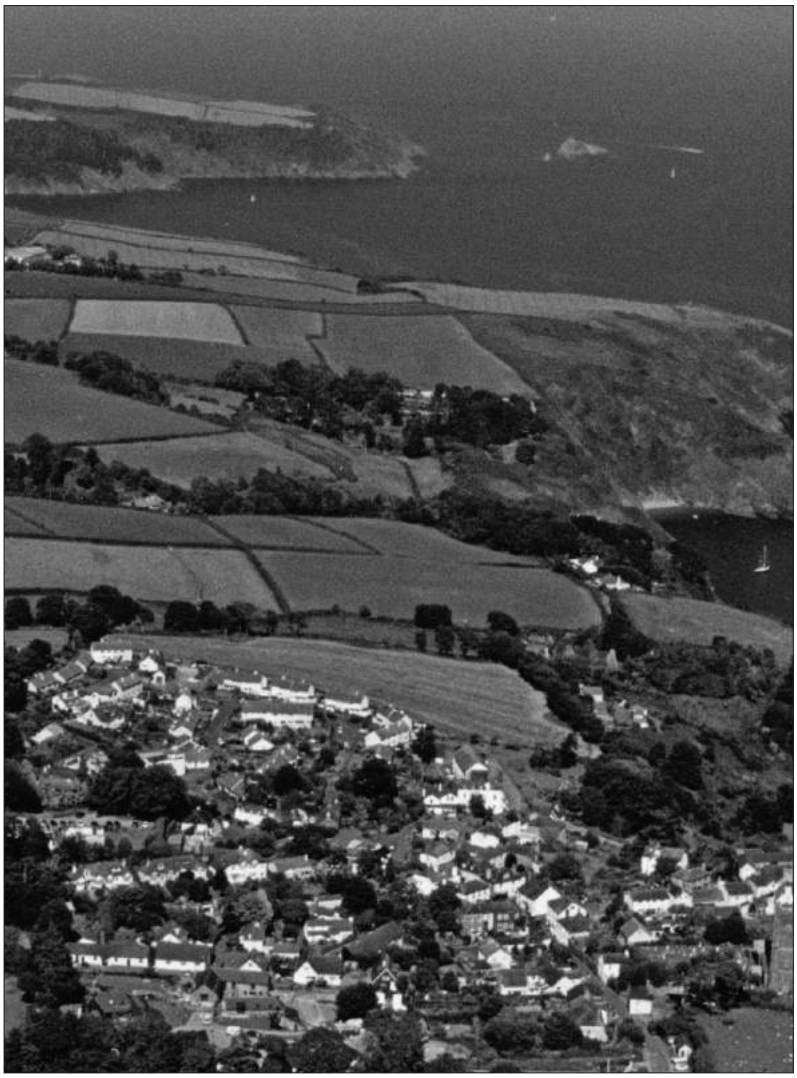
CHOICES for CHANGE

Response Form and Household Survey



Complete and return to register your view and possibly win £100

The options set out in the booklet are summarised below. Please tick the appropriate box to confirm your preference. If anyone wishes additional copies they can download them from the parish website www.stokefleming.org under Neighbourhood Plan, or leave a message with your names and address or e-mail address on 07974 220154 or e-mail clerk@stokefleming.live.uk

In order to gather some of the evidence needed to support the proposals contained in the final Plan a number of questions are included that are specific to your household. These will, for example, help judge the actual need for different kinds of development. You need not give your name and contact details, but if you do the information you give will be treated in the strictest confidence and be seen only by the persons collating the responses. Having that information will also make it possible to enter you in the **PRIZE DRAW, in which you could win £100.**

YOUR CHOICES

Option	*Strongly in favour*	*In favour*	*Not sure/ don't care*	*Oppose*	*Strongly oppose*
Housing					
1 New housing on areas A and B					
2 New housing on area C					
3 New housing on area D					
4 New housing on areas A, B, D, E with link road					
5 New housing on area F					
6 New housing on area G					
7 Infill development					
8 Self-build properties					
9 Small-scale development in rural areas					
Protected areas					
10 Blackpool Valley-Venn-Pleasant Valley					
11 Mill Lane					
12 Old Road					
13 Redlap Lane					
14 Playing field					
15 Seaward side of A379					
Commercial					
16 Small commercial units					
17 Convert unused premises for business use					
18 Live/work units					
Roads					
19 Route 1 from School Road to Venn Lane					
20 Route 2 from Venn Lane to A379					
21 Route 3 widening Ravensbourne Lane					
22 Widening the rural parts of Venn Lane					
23 Reduce traffic speed in Venn Lane					
24 Lane separator at Ravensbourne Lane/A379 junction					
25 Flood prevention opposite the Post Office					
26 Culverts under rural roads to eliminate flooding					
27 Speed restrictions from Deer Park to Village Hall					

Option	*Strongly in favour*	*In favour*	*Not sure/ don't care*	*Oppose*	*Strongly oppose*
Roads *(continued)*					
28 Pavement from village hall to Deer Park					
29 Improve Deer Park entrance					
30 Improving visibility at Venn Cross and Redlap Road junctions					
31 Street lighting between Church Road and School Road					
Parking					
32 New parking adjacent to Mill Lane					
33 Residents-only paid-for parking					
34 Short-term parking opposite PO on main road					
Pavements and footpaths					
35 "Virtual" footpaths painted on road between Ravensbourne and the shop					
36 "Virtual" footpath between Radius 7 and Blackpool Hill					
37 Regular tree surgery on Birdwalk					
38 Lighting on Birdwalk					
39 Waterproof surface on Birdwalk					
40 Complete coast path between Shady Lane and Warren Point					
41 Footpath from Deer Park to Swannaton Road					
Public transport					
42 All-year Sunday bus service					
Community					
43 New classrooms at school					
44 Provision for health services					
45 Creation of new open space					
Environment					
46 Commercial wind farms in AONB					
47 Commercial wind farms outside AONB					
48 Private wind turbines on green land					
49 Developments that spoil public views					
50 Preservation of trees and natural environment					
51 Green burial site					
52 Waste recycling facility					
Infrastructure					
53 Better mobile coverage					
54 County council to raise parish profile for mobile coverage					
55 County council to raise parish profile for broadband					

YOUR HOUSEHOLD

How many people are there in your household?

Age Range	Male	Female	Total
0-17			
18-30			
31-65			
65+			
Total			

On what basis do you occupy your property? ☐ Owner occupied ☐ Rented ☐ Second home

How long have you lived in your present home?

Before moving to your present home did you live: ☐ In the parish ☐ Elsewhere in South Hams ☐ Outside South Hams

If you came from outside the parish, did you do so in order to: ☐ Work ☐ Retire ☐ Other reason

Do you expect or wish to move to a new home within the parish? If so, when

What kind of accommodation would you need? ☐ Owner occupied ☐ Private rented ☐ Affordable/housing association

Will any other member of your family need housing in the parish? If so: ☐ How many ☐ When

How many people are: ☐ In education ☐ In employment ☐ Self employed ☐ Unemployed ☐ Run household ☐ Retired

If you are employed or self employed, in what capacity:	Person 1	Person 2	Person 3	Person 4
Retail	☐	☐	☐	☐
Services	☐	☐	☐	☐
Clerical	☐	☐	☐	☐
Manufacturing	☐	☐	☐	☐
Agriculture	☐	☐	☐	☐
Civil service/government	☐	☐	☐	☐
Professional	☐	☐	☐	☐
Education	☐	☐	☐	☐

Do you work: ☐ In the parish ☐ Within 5 miles ☐ Within 15 miles ☐ More than 15 miles away

If self employed do you: ☐ Work from home ☐ Have business premises

Would you be interested in: ☐ Commercial unit ☐ Live/work unit

Which local facilities do you use regularly? ☐ Shop/post office ☐ Pub ☐ Village Hall ☐ Church ☐ Library ☐ Restaurants

Of which social organisations are you a member? (Please list):

Please enter any personal comments or suggestions about the options, if necessary use an extra sheet:

Contact information (optional)

Name Email Tel

StokeFleming Neighbourhood Plan

CHOICES FOR CHANGE RESPONSES

Question	Topic	Strongly in favour	In favour	Don't know/care	Against	Strongly against	Total in favour	Total against	Total votes
	Housing								
1	New housing Areas A & B	32	71	33	48	66	103	114	250
2	New housing in Area C	23	76	32	60	59	99	119	250
3	New housing in Area D	29	69	42	42	68	98	110	250
4	New housing in Areas A,B,D,E with link road	37	61	35	32	85	98	117	250
5	New housing in Area F	36	53	30	41	90	89	131	250
6	New housing on Area G	18	61	49	41	81	79	122	250
7	Infill development	25	92	82	33	18	117	51	250
8	Self-build properties	27	86	88	29	20	113	49	250
9	Small scale rural development	17	100	59	36	38	117	74	250
		244	**669**	**450**	**362**	**525**	**913**	**887**	**2250**
	Protected areas								
10	Blackpool Valley-Venn-Pleasant Valley	168	42	22	4	14	210	18	250
11	Mill Lane	134	60	40	7	9	194	16	250
12	Old Road	142	58	35	8	7	200	15	250
13	Redlap Lane	135	53	45	8	9	188	17	250
14	Playing Field	157	53	21	9	10	210	19	250
15	Seaward side of A379	138	37	48	15	12	175	27	250
		874	**303**	**211**	**51**	**61**	**1177**	**112**	**1500**
	Commercial								
16	Small commercial units	17	80	76	40	37	97	77	250
17	Convert unused premises for business use	38	101	68	20	23	139	43	250
18	Live/work units	23	91	89	21	26	114	47	250
		78	**272**	**233**	**81**	**86**	**350**	**167**	**750**
	Roads								
19	Route 1 from School Rd to Venn Lane	57	84	16	27	66	141	93	250
20	Route 2 from Venn Lane to A379	51	74	34	26	65	125	91	250
21	Route 3 - widening Ravensbourne Lane	48	67	37	33	65	115	98	250
22	Widening rural parts of Venn Lane	23	62	51	59	55	85	114	250
23	Reduce traffic speed in Venn Lane	54	95	73	21	7	149	28	250
24	Lane separator at A379/ Ravensboune junct	27	72	94	34	23	99	57	250

25	Flood prevention outside Post Office	68	126	54	2	0	194	2	250
26	Culverts under rural roads	66	133	46	4	1	199	5	250
27	Speed restrictions Deer Pk - Village Hall	62	89	56	29	14	151	43	250
28	Pavement from Village Hall to Deer Pk	61	87	56	30	16	148	46	250
29	Improve Deer Pk entrance	66	73	79	25	7	139	32	250
30	Improve visibility Venn X and Redlap Rd	44	112	60	30	4	156	34	250
31	Street lighting School Rd Church Rd	42	93	72	33	10	135	43	250
		669	**1167**	**728**	**353**	**333**	**1836**	**686**	**3250**
	Parking								
32	New car park adjacent to Mill Lane	53	114	66	12	5	167	17	250
33	Residents-only paid-for parking	13	60	85	53	39	73	92	250
34	Short-term parking opposite PO on A379	44	96	43	37	30	140	67	250
		110	**270**	**194**	**102**	**74**	**380**	**176**	**750**
	Pavements & footpaths								
35	Virtual footpath Ravensbourne Lane - PO	63	77	52	37	21	140	58	250
36	Virtual footpath Radius 7 - Blackpool Hill	58	95	38	37	22	153	59	250
37	Tree surgery on Birdwalk	74	116	51	6	3	190	9	250
38	Lighting on Birdwalk	62	82	66	25	15	144	40	250
39	Waterproof surface on Birdwalk	53	107	77	9	4	160	13	250
40	Complete coast path Shady Lane-Warren Pt	87	92	45	13	13	179	26	250
41	Footpath Deer Pk - Swannaton Rd	75	91	57	18	9	166	27	250
		472	**660**	**386**	**145**	**87**	**1132**	**232**	**1750**
	Public transport								
42	All-year Sunday bus service	89	93	64	2	2	182	4	250
		89	**93**	**64**	**2**	**2**	**182**	**4**	**250**
	Community								
43	New classrooms at school	79	101	65	3	2	180	5	250
44	Provision for health services	83	110	47	9	1	193	10	250
45	Creation of new open space	45	80	97	21	7	125	28	250
		207	**291**	**209**	**33**	**10**	**498**	**43**	**750**
	Environment								
46	Commercial wind farms in AONB	4	10	30	54	152	14	206	250
47	Commercial wind farms outside AONB	10	34	48	51	107	44	158	250
48	Private wind turbines on green land	10	42	61	47	90	52	137	250
49	Developments that spoil public views	9	10	32	64	135	19	199	250
50	Preservation of trees and natural environment	133	65	28	8	16	198	24	250
51	Green burial site	42	90	94	12	12	132	24	250
52	Waste recycling facility	88	88	41	16	17	176	33	250
		296	**339**	**334**	**252**	**529**	**635**	**781**	**1750**
	Infrastructure								
53	Better mobile coverage	114	71	45	11	9	185	20	250
54	County council to aid on mobile coverage	107	77	56	4	6	184	10	250
55	County council to aid on broadband	127	73	45	2	3	200	5	250
		348	**221**	**146**	**17**	**18**	**569**	**35**	**750**
TOTAL		**3387**	**4285**	**2955**	**1398**	**1725**	**7672**	**3123**	**13750**

StokeFleming 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 entance 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 tradin 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 give general satisfaction and are 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 behing 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 tuned 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 forst 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 build 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.

StokeFleming Neighbourhood Plan

CHOICES FOR CHANGE

Choices for Change ("Choices") was a consultation initiative, the outcomes from which are expected to assist the Steering Group in developing the policies that will be the cornerstone of the Neighbourhood Plan.

Choices consisted of a series of options on which views were sought. They were not proposals and the views expressed in response forms did not constitute "votes". In due course the proposals that are developed will be incorporated into the draft Neighbourhood Plan which, if approved by the Parish Council, will be submitted to South Hams District Council (SHDC) and the residents of the parish will then have the opportunity to vote in favour or against in a referendum organised by SHDC and funded by the government.

The areas shown for possible housing development, and the routes of possible road links, were indicative only – that is, aimed at assessing public reaction to the concepts involved rather than putting forward specific plans.

More than two hundred and sixty response forms were received, representing more than 45% of households, and more than half if second homes and absences of permanent residents are allowed for.

Many of the comments made by respondents have been listed and are being published (as **What You Said**) along with a complete list of responses to the 55 options (**Choices Responses)**.

The household survey returns will be analysed by the Evidence Base working party and will help provide vital information about the parish and the need for development.

All new contact information has been logged and e-mail addresses added to the Neighbourhood Plan e-mail database, to enable news about the progress of the Plan to reach as wide an audience as possible. **Documents will also be posted on the parish website, www.stokefleming.org as PDF files and can be downloaded from there. If necessary people will be able to request copies by e-mail from admin@stokefleming.org.**

All contact names have been entered in the Prize Draw.

The responses to the Choices consultation document will be considered by the Steering Group at its next meeting, on May 12th.

Responses

Housing

On the key issues of housing and roads opinions were more divided than in other issues.

Stoke Fleming, like every other area in the country, has to comply with national and local area (SHDC) policy on planning and the provision of new homes. If the development at West Dart, 95% of which is within the boundary of Stoke Fleming parish, goes ahead that should enable the parish to satisfy the requirement for housing to meet "external" need and enable it to focus on local need and organic growth. However, although that development is expected to go ahead we are not able to assume that it will.

Of the seven areas identified as possible sites for future development, none achieved an overall majority, through the differences between those "For" and those "Against" are in some cases not great and the "Don't Knows" potentially could alter the balance.

Some people favour development in the School Road – Venn Lane area, together with associated road improvements. Others would rather see development along the A379, avoiding the need for new roads and any increase in congestion in the heart of the village.

Respondents voted narrowly against development on the areas covered by the first four options (Areas A – E) – the margins between For and Against ranging from 11 to 20 (39-41% For and 45-47% Against).

Respondents were more strongly against housing in Areas F and G, where the margins between For and Against were 42 and 43 respectively. However, it was evident that many who voted Against development in the Venn Lane area voted For development on F and/or G. Similarly, many who voted Against development on F and/or G voted in favour of it in A – E.

Although only 27 respondents voted against protecting the seaward side of the A379, 89 people voted in favour of development at F and 79 in favour of G. Some of those entered the caveat "except at F" or "except at G" when voting to protect the seaward side of the main road.

A proportion of respondents were more or less against any form of development in the village, and some were in favour of affordable housing for local people only.

Some respondents who expressed a wish for affordable housing did not make allowance for the fact that affordable homes very often a need to be part of a wider development that also includes "open market" as developers otherwise would not be interested in building on the land in question.

There was general acceptance of the concept of infill, self-build and small-scale rural development.

Protected areas

There was overwhelming support for the principle of protecting certain areas, and it was evident that some of those who voted against protection did so only because they had misread the question and thought they were voting for protection.

Commercial development

By a margin of 97 to 77 respondents were in favour of small commercial units, and by a wider margin in favour of converting unused premises for business use and creating live/work units. In these categories there was a high number of "Don't Know/Care" responses.

Roads

Despite there being a majority against development in areas A – E, there was majority support for the three possible link roads that were predicated on development taking place in those areas. Though 98 people were in favour of housing on A,B,D and E, 141 people wished for the road that housing might make possible.

There were 240 votes in favour of linking Venn Lane to the A379, and 189 against. Some favoured Route 2, some Route 3 and some were happy about either.

By a majority of 114 to 85 people were against widening the rural areas of Venn Lane, but there was wide support for the other measures in this category – though there were 94 "Don't Know/Cares" on the question of a lane separator at Ravensbourne Lane.

The greatest support was for flood prevention measures outside the Post Office (194 votes) and in rural areas (199).

Parking

By 167 votes to 17, with 67 undecided, there was support for the creation of extra car parking at Mill Lane, but not for resident's-only paid-for spaces.

Pavements and footpaths

All of the proposed measures had strong support, with tree surgery on the Birdwalk topping the poll.

Completion of the Coast Path came a close second.

Public Transport

An all-year Sunday bus service was supported by 182 people, with just four against but 64 "Don't Know/Cares".

Community

With 193 voting in favour the provision of health services narrowly came ahead of new classrooms at the school (180 in favour), with only 10 and 5 respectively voting against. Exactly half of those who responded favoured the creation of a new open space being created.

Environment

There was strong support for measures to protect the environment and against ones that might damage it.

By 132 to 24 people were in favour of a green burial site and by 176 to 33 supported a waste recycling facility.

Infrastructure

A total of 569 votes were cast in favour of better mobile and broadband, with only 35 cast against.

Footnote

In order to avoid any misconceptions that may exist about the Neighbourhood Plan the Steering Group wishes to make it clear that it is intended to establish what development may or may not be allowed and, if it may be allowed, where and under what conditions. Decisions about where development will NOT be permitted are potentially more important than the nomination of areas where it will be considered.

The Neighbourhood Plan is not an action plan. If is approved and comes into force development will not necessarily follow, and even if it does would be likely to take place over a prolonged period. The Plan is intended to cover change that may take place over 20 or more years.

Areas A-E are land which has already been offered for development by the landowner. Areas F and G are not.

Even where development is permitted in a particular area it could not happen unless the person who owns the land in question is willing to sell it, a developer wishes to build on it, and a planning application has been submitted and after examination been approved in the normal manner. The Plan would not provide an automatic "green light" for development, even in approved areas.

StokeFleming

Stoke Fleming Neighbourhood Plan

Community Consultation Response Form

Please complete and return – your views are important

Forms can be left at the Post Office, Green Dragon or Library, in the envelope provided.

Since the Choices for Change consultation took place in April of this year work has been progressing steadily, taking the feedback from that into account, and drafting of the Neighbourhood Plan has reached the stage at which a further round of consultation is appropriate.

The public meeting held in the Village Hall on November 23rd is the first opportunity the Steering Group has had to begin to let the people of the parish see the overall picture of what is emerging.

Now your responses and comments are needed, in order to establish whether or not the Plan that is developing meets with your approval, and what aspects you might like to see changed.

On the opposite page there is a summary of the proposed policies on display at the Village Hall. On the back page there is room for your comments and suggestions. **Please complete the form and return it to the Post Office, Library or Green Dragon in the envelope provided.** A full copy of the draft can be downloaded from the parish website at www.stokefleming.org.

Key points to bear in mind are:

- No more than 60 new homes in and around the village over the next 20 years - compared to the same number in School. Road over the last ten years.
- The only major development to be at West Dart/Cotton.
- Stoke Fleming has to show it can provide room for whatever number of new homes is allocated to us under the South Hams Area Plan. The Steering Group believes the number that has been set as a cap will be sufficient.
- There is sufficient greenfield land available to accommodate that number of homes, and more. However, it would be preferable for some of the development take place on sites that are already in use, to reduce the impact on agricultural land, so alternative sites have been identified and included them in the draft Plan. Development will not be allowed on all sites and the maximum number of new homes permitted will be 60.
- It will be entirely a matter for landowners of sites included in the Plan to decide whether or not they want to take advantage of that.
- The pace of development will be controlled. There is no question of 60 new homes all being built in the immediate future.
- Special emphasis has been given to improving connectivity within the village through new and improved roads and footpaths. The community funding that comes with new housing will help pay for these.
- Allowance has been made for more green and open space, and for other measures that will visually enhance Stoke Fleming.
- Affordable housing will be a requirement of all new developments.

The overall aim is to preserve the best of what the parish already has, to enhance it where possible and build upon that to ensure that the legacy of the Neighbourhood Plan is a sustainable and thriving community that will benefit future generations.

THE POLICIES

Housing and Development

H1 **Deer Park:** Limited development with new, safer, exit.

H2 **Premier Garage:** Small-scale development with green frontage.

H3 **Leonard's Cove:** Limited development away from, and below, the main road.

H4 **Between Old Road and Mill Lane:** New car park.

H5 **Land West of School Road:** Medium scale, incorporating a "village green" area,

H6 **Land Opposite the School:** Medium scale incorporating a link to Venn Lane.

H7 **Land West of Venn Lane:** Limited development.

H8 **Infill development:** One or two houses between existing ones, suitably designed..

H9 **Self-build:** Permitted if suitably located and well designed.

H10 **Conversion of existing buildings:** To be dealt with under normal planning procedures

H11 **Development in rural areas:** Subject to careful scrutiny and appropriate design.

H12 **Small commercial units:** May be allowed on an appropriate site, for a suitable use.

H13 **Quality of design and construction:** (policy being developed).

H14 **Affordable housing:** Criteria for allocation and target quotas.

Roads and Transport

R1 **Improvements to the Bird Walk**

R2 **Footpath**: from Rectory Lane to School Road,

R3 **Link Road:** from Venn Lane to School Road.

R4 **Ravensbourne Lane:** widen to allow two-way traffic

R5 **Deer Park Exit:** Relocated away from blind bend to improve safety.

R6 **Venn Lane:** Measures to control traffic.

R7 **Car Parking:** New car park would help eliminate on-street parking problems.

R8 **Virtual pavements:** Ravensbourne- Post Office and Radius 7 - Blackpool Hill.

R9 **Verge footpath:** Deer Park- Swannaton.

R10 **Flood Prevention:** Measures in rural areas and by the Post Office.

R11 **Street Lighting:** Between Church Road and School Road.

R12 **South West Coast Path:** Natural England to consult in 2016.

Green Spaces

S1 **Existing Open Spaces:** To be protected.

S2 **Playing Field:** Sensitive landscaping and planting.

S3 **New Open Space:** On site H6.

Environment

E1 **AONB:** Any development to be kept to a minimum,

E2 **Public Views:** Developments that would adversely affect are not allowed.

E3 **Woodlands:** Felling, other than for forest management, not allowed.

E4 **Solar and Wind Power:** Commercial developments not allowed.

E5 **Recycling:** To be reintroduced on a suitable site.

Community

C2 **School:** Provision of adequate accommodation and facilities.

YOUR COMMENTS

Housing

Roads & Transport

Open Spaces

Environment

Community

Contact details (optional)

Name: Telephone:

E-mail:

Public Consultation Feedback 23/11/2015

	Y	N	U		%Yes	%No
Are you in favour minimising development on agricultural land?	48	3	1	52	92	2
"Do you think the proposed amount of development is reasonable?"	40	10	3	53	75	6
"Do you understand that SF will have to meet national and regional targets?"	52		1	53	98	2
"Are you in favour of improving connections between different parts of the village?	46	5	1	52	88	2
"Would you like to see new or improved open spaces?	36	8	7	51	71	14
Do you want all new housing development to include affordable housing?	40	8	4	52	77	8
Are you happy with the way the NP is progressing?	38	5	8	51	75	16
	300	**39**	**25**	**364**	**82**	**7**

Comments made about the pre-submission draft plan, published 10th April 2017 and amendments to be made to the Submission Draft

Name	No	Comments, suggestions, questions	Comment or changes made to the Submission Draft of the NDP
Suzie & Mike Dodsworth	1	We are concerned that the hill where the car park is to be sited will be visible/intrusive for people living next to the bowling green and ask if it is to be at a reduced height.	No objection in principle. A comment on the detailed design of the car park. This can be considered at detailed planning stage once the NP is approved
		Development at School Road should be halted. There is too much traffic at peak times and fast driving at school times is a danger to the children. This small area is overcrowded and overused. There is a lack of amenities for children to play. It is also dangerous on Church Road at present and would be worse with more traffic. Emergency services already find access very difficult. A designated air ambulance landing pad is needed. Ambulances have to travel by ferry, and all local hospital services have now been closed. Emergency calls would take too long to save lives. Although it appears local people need housing, do they need it in School Road. Is there sufficient employment in the area? Will the school cope? Has the doctors' practice sufficient room for the extra patients. Would it be possible to have a doctors' surgery in the village?	This is an objection to any development in School Rd however the proposal H4 does not discharge on to School Rd. Proposal H3 has been deleted from the plan. If approved H4 will be subject to assessment of its traffic impact.
Michael Barlow	2	I think the plan is excellent compared to the previous version. The only thing I wouldn't like to see would be any widening of Ravensbourne Lane and any connecting road to School Road as I feel this would lead to a 'rat run', maybe leading to Blackpool Sands. Otherwise thank you for all your hard work.	No changes made
Gary Larson	3	First of all, many thanks to all who have worked hard to develop this plan – an outstanding effort which is much appreciated. With regard to the traffic flow and pedestrian safety, I recommend consideration be given to installing a speed camera on the main road through the village (a somewhat reluctant suggestion but necessary). Even a temporary installation would undoubtedly have a salutary effect in reducing excessive speeding.	No changes made
Barry Morris	4	We think this is a well-rounded plan. Hope you get the result you want. We would like to thank the team for all its hard work.	No changes made
Mike Dodsworth	5	A continuing failure to improve access by public transport. For example, a small widening of Ravensbourne Lane would allow bus access to the north end of Venn Lane where there is adequate turning space. This would allow the Townstal bus (90) to serve a larger area. This could be important if, as rumoured, the No 3 is to be reduced to two hourly from September.	No effect on the Plan and no changes made
Rokie Shiffner	6	Page 5 – it is a bit misleading to say the South West Coast Path runs through the parish from Warren Point to Blackpool Sands. The implication is that is along the coast, whereupon this coast is people's gardens. The SW Coast path runs along Redlap Lane. ???? (illegible) the area between Redlap Lane and the coast (Redlap House, Little Redlap, Rock Vale etc are ???not within the SF boundary	This reference is in the introduction to the Plan area. As no changes to the SW Coastal Path Route are proposed we do not think any further description is necessary.
		Street Lighting - Church Road hasn't lights and ???? (illegible)	Beyond the scope of a NP .No changes made
		Road improvements. A379 junction where the junction of Redlap Lane meets the main road opposite the "Dartmouth" sign – some? Bank needs to be cut back as visibility gets worse and worse (try it!)	No effect on the plan
Teri Larson	7	Traffic jams coming up and down the hill into the village – "Sign" showing priority to those coming up the hill, or A TRAFFIC LIGHT. "Stop" sign at the top of the hill or "give Way also options. Speed cameras – many cars, especially at night, exceed the 20 mph limit. Speeding after Radius 7 on the straight stretch on way to Blackpool Sands. Emphasize 20 mph again.	No effect on the Plan and no changes made

Name	No	Comments, suggestions, questions	Comment or changes made to the Submission Draft of the NDP
Teri Larson	7	Items not mentioned: some properties on the main road and continuing along New Road are looking neglected and could do with a lick of paint. Could we emphasise "pride in the village" and keeping properties in good order?	No effect on the Plan and no changes made
		The Bird Walk: well used and the surface is an accident waiting to happen. As it is now part of the SW Coast Path perhaps the National Trust may take an interest is repairing this poorly neglected path. Tree removal has made it less dark, which is good.	Improvements to Bird Walk already included in the Plan in Policy RT2 and H4
		I like the sheets showing all on offer in Stoke Fleming. Could this be put into a little booklet to put through the letterboxes of newcomers to the village?	No changes made
		"Adopt a Sign" In Stoke Fleming to keep clean; "Adopt a bus stop" to keep weeded?	No changes made
Peter Burrows	8	If the drawings are reasonably to scale there appears to be nowhere near enough room for 12 dwellings and parking on Rectory Field. Road access to these properties also seems problematical. Is the field made available by the owner?	Independent advice obtained indicated that this site is suitable for a small-scale development of up to 10 dwellings. The plan will be updated to this. The proposal will be tested at design and detailed planning stage but is beyond the scope of the Neighbourhood Plan
Hugh Heywood	9	I'm against the new road. Venn Lane is busy enough. 20 mph speed limit right through to Norton. Against widening of Ravensbourne Lane.	No new road other than individual site development roads are proposed. Policies RT2 and 3 are for footpaths. Policy RT5 proposes traffic calming along, Venn Lane No changes made
Nicko Franks	10	Very well presented exhibition into which a great deal of work, time and effort has obviously been put. Most interesting and I very much hope that the that when the referendum is held the STOKE FLEMING NEIGHBOURHOOD PLAN will receive an emphatic YES vote.	No changes made
Andy Robinson	11	I remain very unhappy with all of this development, as I believe most residents do. However, I accept it is inevitable. I am concerned about the possibility of a link road between School Road and Venn Lane. I fail to understand where the traffic would go from Venn Lane and think this requires further thought. We already have a massive summer traffic flow through the village; the occupants of 20 new homes will make little difference.	No new road other than individual site development roads are proposed. Policies RT2 and 3 are for footpaths. Site H3 has been removed
Douglas Willison	12	There is a rookery on both sides of the Bird Walk. Can you leave the mature trees alone, please?	Policy RT2 (Bird Walk) will be subject to detailed consideration of the flora and fauna effected through a Habitat Regulations Assessment and Strategic Environmental Assessment and any recommendations will be included

Name	No	Comments, suggestions, questions	Comment or changes made to the Submission Draft of the NDP
Alan Jones	13	H4. Not keen on any more infilling in this area. It's already had a considerable amount of houses nearby.	The revised NDP makes allowance for up to 10 dwellings over 20 years in order to make adequate provision for local need.
Beryl Griffiths	14	Concerned re overdevelopment of village. Too much traffic for roads already heavily used by seasonal tourist traffic. For an area of outstanding natural beauty great loss of that beauty in foreseeable future. I also believe extra development is planned that is not included in the Neighbourhood Plan. Nightmarish!!	The revised NDP makes recommendations to safeguard the natural qualities of the area, and traffic improvements with up to 10 houses to address local need.
Lyn & Mike Avery	15	Re affordable housing for the village – who decides what is affordable for the local people?	Definition of AH is beyond the scope of this NP but a local lettings plan has been agreed with SHDC (see App A)
		Double yellow lines are needed on the corners of Bidders Close junction with the main road as on exiting Bidders you can be on the wrong side of the road due to parked vehicles. White lines are desperately needed on the A379 between Ravensbourne Lane and the Premier Garage.	Such highway measures are beyond the scope of a NP
Gwen Teague	16	A brilliant presentation into which a lot of hard work has been poured. The **one** thing I think is a major concern is better access for emergency vehicles to the School Road end of the village. Bad parking or the eventual collapse of the wall alongside Old House will preclude the ambulance services and render the area **unsafe**. We **NEED** to keep the option of a through road from Ravensbourne Lane to near the school.	The option for a through road is not included in the Plan. No change is proposed. Site H3 has also been deleted.
Diana Crook	17	Consider the need for adequate trees in the landscape provision in order to provide shade and visual softening within any new development.	Policy E3 has been included to address this concern No further action proposed
		Adopt a policy of reducing light pollution and turn off all street lights after midnight. I appreciate the work that has gone into producing and impressive plan. Thank you.	Such a policy is beyond the current scope of the NP however comment noted for consideration by the Parish Council
Julian Mead	18	I believe there has been enough development in the village already. Further building along School Road would be overdevelopment. The infrastructure would not cope in terms or roads, jobs or healthcare, not to mention the blight on the landscape or devaluing of existing property. Harriss's field designated green space !!!	Comment is contrary to proposal H3 which discharged onto School Rd. This has now been deleted from the NDP. Harris's Field is DPD site RA22 and has since been granted planning permission for housing so outside the scope of the NDP.
Josephine Walkerdine	19	The traffic situation on School Road is dire. Any further development must include a link road to Venn Lane. No new housing should be permitted west of the school. All future development should be kept to one side that has development already. This is an AONB and any building on the left of School Road would spoil the area completely.	Contrary to proposal H3 which has subsequently been deleted from the NDP. No link Road is proposed.

Name	No	Comments, suggestions, questions	Comment or changes made to the Submission Draft of the NDP
Nick Searancher	20	No housing should be built below the primary school. Traffic at the moment is very bad. The junction at the shop is very dangerous. Do **not** ruin a beautiful area.	Contrary to proposal H3 which has subsequently been deleted from the NDP. No link Road is proposed.
John Walkerdine	21	The prospect of allowing development to the west of School Road between Mill Lane and the primary school will bring School Road to a total standstill. At peak times it can take 10+ minutes to get from the Post Office to the school due to all the traffic. Further development without the Venn Lane connection being opened must be resisted.	No housing development is proposed West of School Rd with the exception of consented development (RA22) No action to be taken
Koeppen	22	Give priority to vehicles coming up the hill from the village towards Dartmouth. Priority sign and Slow or Stop line on the road or traffic light. **Speed camera.** Slow traffic on New Road after Radius 7 towards Blackpool Sands – several drives exiting onto the road there and vehicles tend to speed up on seeing a straight road after the bends in the village **AND** another 20mph sign at that point.	Such traffic control measures are beyond the scope of a NP
Barry Coe	23	Under Section E no mention is made of the Petanque Club. Please could this be added.	Such inclusion is not critical to the success of a NP however this will be included
Helena Drysdale	24	Brilliantly done – impressive, professional and tactful. Thank you.	Acknowledged no action
Annie Norton	25	Thank you and congratulations to all concerned for working to put this plan together. It is concisely and clearly examined and presented. The priorities are plain – viz. poor pedestrian access between the parts of the village this is right to improve quickly. Also access to green space needs to be provided given the increased housing on School Road. No questions or queries !	Acknowledged no action
C Woodman	26	The density of housing being proposed is too great for the area. The narrowness of the roads are perilous for both pedestrians and vehicles without any extra traffic being brought into the area. Even if a new road is proposed from Venn Lane to School Road access will still create more danger and congestion.	The revised NP now makes allowance for up to 10 dwellings over 20 years in order to make adequate provision for local need.
Chris and Debbie Luton	27	Although new to the area we are surprised and disappointed that Rectory Field is proposed as a site for future development. The access is very poor and unable to cope with additional traffic. We will object to any planning application for Rectory Field.	This comment is contrary to proposal H4. If successful the proposal with require an assessment of its traffic impact
Caroline Martin	28	I am very impressed by all the hard work and planning that has clearly gone into this plan so far. I have only recently returned to Stoke Fleming and am really looking forward seeing this plan come to fruition.	Acknowledged no action
Roberta Price	29	I consider that twelve houses on the land alongside the Rectory is **TOO MANY**! It would be appreciated if the Parish Council make a concerted attempt to have the density of housing reduced and discourage the inclusion of affordable housing on this site. Affordable housing (usually for younger families with children) has been made available opposite the school in the new builds there, and would be better suited to the second site in School Road where a sizeable recreation area is also planned. With density of housing comes NOISE – at present Rectory Lane has been a relatively quiet area of the village.	This comment is contrary to proposal H4 and provision of affordable housing which is contrary to the overall ambition of the plan. The numbers of homes at H3 have been reduced to up to 10

Name	No	Comments, suggestions, questions	Comment or changes made to the Submission Draft of the NDP
Rev Alison Shaw	30	Site H4. One of my main concerns is that the children of Stoke Fleming have a safe pathway to reach their school, and to have it as soon as possible. The other is the amount of traffic – where will the access be? The condition of Church Road leading into Rectory Lane is very bad now. It is already too narrow for the amount of traffic. What will it be like during the construction of new homes? I also note that there is an expectation of new open space in any development – where are the details of this, please? I would be very happy for a further conversation on these issues.	Proposal H4 is alongside proposal RT2 giving safe walking routes. Open space is included in Policy E2
Heather Harris	31	12 houses in Rectory Field with a TPO on the trees. Not a good idea and not enough space and no affordable housing as developers would not be able to afford to build.	Objection to proposal H4 noted
		Where is the provision for a graveyard as the existing one at the church is overflowing?	Parish Council to advise but this is currently outside the scope of the plan.
		Why, when a field has been designated for building by the Princes Trust and South Hams is it taken out in favour of a field that has not been designated?	Proposals by the Princes Foundation were advisory to SHDC. If included in the Site Allocations DPD they have a statutory position e.g. RA21 (Land opp Primary School) and RA 22 (Land South of PS)
Judy Thomson	32	I cannot believe you can fit 12 dwellings on Rectory Field, which by the way is filled with trees all with TPOs on. I strongly object to cricket field being used for development being right at the narrowest part of the lane already over-trafficked. I think more sensible to make this part of the greenfield site and use long field for development opposite Well Park and Pook House. It would make a concise block of development and limit the length of narrow lane being used regularly by people who may live there. Why was a field, already designated by the Princes Trust for building (long field) and a field designated for building been suddenly reversed? I would also like to know why Mr Sutton's woods are protected when there are other stretches of woodland in and around Stoke Fleming deserving of protection? It all feels a bit tainted.	Objection to H4 and H3. Site H3 has now been deleted from the Plan Sites included have a statutory position e.g. RA21 (Land opp. Primary School) and RA 22 (Land South of PS)
Gail Dorrington	33	I have one point to make with regard to **the field west of school road** under policy E2 from p 30 of the plan " ….with important aspects across the landscape and seascape of the AONB" and …." it is important that…. continues to be rural in character.." **I completely agree with these statements and yet the field although earmarked as a possible green site is not included in policy map E1 as a strategic view. (the one with little red arrows on it)** "the natural beauty of the coast within the parish and views seen from along the coast including the SW coast path deserve to be preserved unharmed for future generations" My comment is this I believe the field - if the intention is not to allow houses to be put up on it - **should be more securely identified within the plan as being a strategic viewpoint and identified as a green field site.** There are plenty of people who i have spoken to within the village who are prepared to buy it as a consortium if given the opportunity at a reasonable price and preserve it as a village amenity **for the future positive benefit of the village** such as a community orchard with pond and green area for village picnics. this village desperately lacks a focal point such as a proper village green. The playing fields behind the community hall are not quite the same being largely given over to a football pitch and Old Hall Gardens are rather too small . Please think on this. It would be a popular addition to the plan.	This site is private ownership and already allocated for Housing under the adopted Site Allocations DPD. So has been deleted from the list of LGS sites.

Name	No	Comments, suggestions, questions	Comment or changes made to the Submission Draft of the NDP
Gail Dorrington	33	My second comment is that once it was spoken about that we try to have a community health centre and it is a shame that this aspiration has been dropped. I understand that there is a shortfall at the moment but it could still be there as an item on a wish list. Given that it takes an hour in the middle of the night to get to Torbay Hospital in an emergency and that here we are on the very edges of the ambulance service I also believe there should be a night time (illumination provision needed) field for an air ambulance to land. These are not unreasonable ideas as many villages the size of Stoke Fleming in other parts of Devon have these facilities and the **field** could also be used in this way. Many thanks for all the hard work.	There are no provisions for a Community Health Centre proposed
Shirley Ruddlesden	34	Many thanks for all the work a few of you have put in to pull this idea together. I have no desire to be 'nimbyish' in the following comments, but feel that they are valid comments and need to be carefully considered. **Proposed housing on land at The Rectory** Rectory Lane, which is the only access to this area, is at best a single track road. Access to Rectory Lane is already made difficult when there are vehicles parked adjacent to The Green Dragon as well as in the road. There are many times when an emergency vehicle would struggle to get through, so it is difficult to comprehend how deliveries of building materials could be made. Access out of Baileys Meadow is already difficult due to the blind corner on the left. Access in is equally difficult when cars are parked directly outside the Youth Club with no consideration that access to Baileys Meadow is required. Any additional vehicle movements from The Rectory area will only compound this problem. All vehicles turning left at The Green Dragon need to join the traffic on to Church Road. Again, this is only single track and is already having to accommodate many additional vehicle movements due to the developments that have already taken place in School Road. When is enough considered too much?	Proposal H4 is alongside proposal RT2 giving safe walking routes. Open space is included in Policy E2
Mrs Pat Evans	35	Having viewed the draft plan on 10th April I would like to comment on the proposal for 12 new dwellings on Rectory Field . (Map 3 , H4 in the Plan) In particular I am most concerned that NO provision for vehicular access from School Road has been included . It seems therefore that you have assumed the construction vehicles , and later residents and service vehicles will use Rectory Lane .Your map wrongly shows this lane ending at the turning right for Baileys Meadow .In fact it continues to the beginning of the Birdwalk . Rectory Lane is for most of it's length only wide enough for one vehicle , and at it's narrowest there is a blind sharp right turn into Baileys Meadow .This is the only entrance and exit for the Baileys Meadow 30 residents and their visitors /delivery vehicles etc. The junction at Rectory Lane is blind both entering and exiting the Meadow . This is already a hazard which has resulted in accidents . If Rectory Lane becomes the access for 12 more dwellings , it will probably become an accident blackspot . The junction outside the Green Dragon would inevitably also get more hazardous . Therefore I strongly object to the H4 section of the proposed Plan . In my opinion ;- - the H4 proposed development is badly sited - in particular no consideration for vehicular access	Comment on proposal H4 is alongside proposal RT2 giving safe walking routes. If successful the proposal will require a traffic assessment.

Name	No	Comments, suggestions, questions	Comment or changes made to the Submission Draft of the NDP
Mrs Pat Evans	35	- it introduces yet more traffic problems into the centre of the village - it proposes too high a density of population into a small central site We all want to preserve our coastline and countryside , but if we must build more houses there should be a better balance so that we don't destroy the appeal of our village .	
Peter Bailey	36	This "Final Draft" version of the plan has a couple of significant changes from the Choices for Change document. The northern link roads have disappeared – in the comments in response to the previous version a majority of respondents were in favour of these. The addition of 12 houses in the Rectory Field: there has been no mention of this previously except briefly in the notes from the meetings. These issues need to be discussed more widely. Page 6 of the latest document quite rightly identifies congestion in the heart of the village as a problem but there doesn't appear to be anything in the plan to alleviate it. In fact the removal of the proposed link road from Venn Lane to School Road from the previous draft and the addition of another 32 houses in the North West corner of the village will only make the congestion at "Post Office corner" worse because of extra vehicles using Church Road. The development H4 on the Rectory Field will give rise to serious traffic problems in Rectory Lane. It will double the volume of traffic at the blind junction with Baileys Meadow with a significant increase in the likelihood of an accident at this point. This traffic will also present an increased risk to pedestrians using Rectory Lane, which is part of the Coastal Path. Vehicles exiting the houses in Rectory Lane and at the junction with Manor Court will also be at increased risk. Rectory Lane is narrow, has no pavement and is already frequently blocked by delivery vehicles, fuel lorries and refuse collection etc. The useable width alongside the Green Dragon is permanently reduced by parked vehicles. Extra traffic turning left from Rectory Lane into Church Road will also increase the risk of accidents at this obtuse junction with traffic coming down School Road, especially when the additional traffic from development H3 is added. The impact on this junction of any of any "infill housing" under RT4 (although this contradicts the statement at the top of page 31!) should also be taken into consideration. Additionally, residents have received notification of a planning application pending to build houses on the west side of School Road between Mill Lane and the school. All the traffic from these proposed new developments will join the A379 at the Post Office adding to, rather than reducing, the congestion in that area. Making "provision" for an "eventual" link from School Lane to Venn Lane is not sufficient. These developments should not be allowed without the link roads which must be included in the plan. Planning Policies (Page 25) – "Consideration will need to be given to traffic movement and parking associated with the ... .. school day". This is insufficient! There must be a positive commitment for the Link Roads which will encourage parents and residents in the new houses travelling to and from Dartmouth to avoid the Conservation Area and the village centre and ease the congestion rather than add to it. Policy RT1 requires "Where possible traffic flow will be eased ...Any development coming forward.... should demonstrate how it will contribute to this objective". How is this applied to developments H3 and H4? Under Policy H7 development must pay special regard to the need to conserve and enhance our heritage and the integrity of the conservation area must be taken into account.	Objection to the deletion of the link road Objection H4. If approved this will be subject to an assessment of its traffic impact.

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Peter Bailey	36	Parking – as the H4 proposal is for more than 10 houses presumably Policy H2 will apply so 35% of these houses (at least 4) will be affordable and, based on other recent developments, will not have garages or sufficient off road parking space. This will dramatically increase demand on the parking spaces alongside the Youth Club, already full during the holiday season and frequently over crowded and causing congestion when there is a function on at the Club. The elderly tenants in Baileys Meadow Cottages rely on these parking spaces which are the nearest to their homes. It will seriously inconvenience them if they have to leave their vehicles in the new car park and walk at least half a mile carrying shopping etc as there is nowhere nearer for them to park and unload their vehicles. Policy H8 requires that development should not result in the loss of amenity for existing residents and Policy H6 states: "Planning permission will not be granted for developments that fail to take opportunities for improving the local character of an area and the way it functions" Policy RT6 Virtual footpath to Swannerton – good Policy CP2 Virtual footpath on New Road – good. Premier Garage site with "green frontage". There is very scant reference in the plan to development on the Garage site. This is only going to hold "5 units" (on an area roughly equivalent to the Rectory Field, albeit with significant land clearance costs). Will these (and the "infill development in Redlap Lane") be included in the (2016 – 2035) plan and count towards the number of new dwellings to be added? Policy E2 Local Green Spaces – OSSR plan. Will these spaces be open to local residents? e.g. the strip between the school and Mill Lane (if it is not built on!) could make an excellent Community Orchard, and the field between Mill Lane and Old Road to the south of the proposed car park could include a small a copse for general recreation.	Policy E2 is to be revised
Anne Bailey	37	Whilst there are some interesting and welcome proposals in the Neighbourhood Plan – Final Draft, I would strongly object to the development of 12 new houses on Rectory Field (H4). The resulting additional traffic on Rectory Lane would be unsustainable and highly dangerous for pedestrians. An additional 12 dwellings in Rectory Field would double the expected traffic using Rectory Lane and would exacerbate, rather than alleviate, the identified problems of congestion in the village centre at the junction of New Road and Church Road, especially in conjunction with the further development proposed in School Road. Rectory Lane forms part of the South-West Coast Path. It is also the only pedestrian route from Venn Lane (via the Bird Walk), and houses in Rectory Lane, Manor Close and Bailey's Meadow to the church, pub, beach and Post Office. It is single-track, further constrained by parking by users of the pub and church, as well as other village residents. There is a dangerous, narrow blind corner at the junction with Bailey's Meadow and again at the cross-roads at the church and pub. There are also blind exits from properties on Rectory Lane. In view of the above considerations, this development would be totally unacceptable. I note that no mention of a proposed development in Rectory Field was mentioned in the "Choices For Change" document, and I do not believe that proper consultation on this plan has taken place. Equally, the proposed development of any further houses in School Road (H3) without the associated link roads to Venn Lane and the A379, as proposed in the "Choices for Change" document (Routes 1 and 2) would unacceptably increase traffic in School Road and Church Road, and congestion at the junctions with Rectory Lane and Old Road, and the A379 by the Post Office.	Objection to Housing proposal H4

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Anne Bailey	37	It is also noticeable that the Draft Plan makes no mention of the planned development on the Premier Garage site, which I would expect to contribute to our planned total of "no more than 30 houses".	Premier Garage omitted as it has been consented for development
Alan Stockbridge	38	**Part A –PRIMARY CONCERNS RELATING TO THE NP POLICIES** The draft Neighbourhood Plan document contains numerous proposals for "protection" of locations; views etc., but, unfortunately fails to define the extent of such protection. As a result it is unclear whether such protection is the same as that notional "protection" that is provided under existing provisions such as the NPPF, CRoW Act (Countryside Rights of Way Act) etc., (i.e. with exceptions being made for limited development, infilling, live-work units etc), or whether such protection would be an absolute protection against any and all future development at these "protected" locations. If the intended protection is not absolute and without exception, then what is being proposed is ambiguous, misleading, disingenuous and unnecessary, as it proposes nothing more than is already provided to these, and all other locations, under the NPPF, CRoW Act and South Hams Local Development Frameworks. This ambiguity relating to the extent or degree of protection , therefore, must be removed. In addition and in particular, the draft Plan fails to provide express and absolute protection against any future development for those 6 locations within the parish AONB that had been proposed by the Steering Committee, Despite the "overwhelming" support of the community for the proposals to protect these locations, community wishes appear to have either been ignored with the proposals for protection now becoming watered down and loosely drafted, opening up the possibility of subjective opinion being made by planning authorities or others, with consequences contrary to the community's wishes. In this regard: a) In the introduction to SF's NP website it was stated that *"Neighbourhood Plans will help communities set out what they do want to see happen, and as importantly what they do NOT want to see happen..."* b) The Neighbourhood Plan Steering Committee, in its Choices for Change consultation document then proposed 6 specific areas that lay within AONB area of the parish for protection from future development. These 6 locations were identified as being in need of exceptional protection above and beyond that which was already provided under existing regulations. In making this proposal, the Steering Committee offered no qualification or exceptions to this protection against development (eg for any limited development, infilling or self building etc) within these 6 locations that might otherwise be permitted by NPPF and CRoW regulations etc. It is quite clear that the Steering Committee's proposals in the Choices for Change questionnaire for protection against development in 6 AONB locations were unqualified and unrestricted and thus, absolute. ***(To consider otherwise would make the NP Steering Committee's proposed protection of these 6 locations irrelevant, since there would be no point in making such proposals to protect the 6 locations, when they were already subject to the same qualified protection that was available to all other locations in the AONB)*** c) Support by the community for protection to be given to these 6 areas, following a community vote was described by the Steering Committee in its Choices for Change Commentary as *"overwhelming"* with even the least popular location for protection, receiving 175 votes in favour and only 27 votes against. d) Despite this overwhelming support, the Steering Committee has repeatedly failed in providing express protection against development in these 6 areas. The Steering Committee has stated that that it had *"been advised that the protection already offered to areas within the AONB makes incorporation of further protection in the Neighbourhood Plan unnecessary."*	The objectives of Neighbourhood Plan cannot protect against development. Its aim is to indentify sites suitable for development and *'Identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances.' NPPF para 76* Introduction revised

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Alan Stockbridge	38	This advice given to the SC from an unspecified source was thus clearly disingenuous and erroneous since for example, neither Section 85 of the CRoW act nor paragraph 115 of the NPPF provide AONBs with the unqualified, absolute and total protection from development that was originally proposed by the Neighbourhood Plan Steering Committee and voted for overwhelmingly, by the Community. Instead of the express and unqualified protection against development that had been proposed in Choices for Change option nos. 10 to 15, the draft Final Plan now omits, waters down and neuters the original proposals as follows: **Option 10 - Blackpool Valley to Venn Cross and Pleasant Valley** (which received 210 votes in favour of protection from development and 18 votes against) is now described merely as being a "strategic public view" . There is, currently, no absolute protection from development that was voted for overwhelmingly, by the community. **Option 11 - Mill Lane** (which received 194 votes in favour of protection from development and 16 votes against) has now been omitted from any proposed protection. There is, currently, no absolute protection from development that was voted for overwhelmingly, by the community. **Option 12 - Old Road (South West Coast Path)** (which received 200 votes in favour of protection from development and 15 votes against). Only part of the road is now described as a "Local Green Space" (which removes the absolute protection from development that was voted for by the community and now allows exceptions for certain developments to be made as permitted by the NPPF). (See my comments below on Policy E2). The remainder of the road outside of the "Local Green Space" has been omitted from any protection. There is, currently, no absolute protection from development that was voted for overwhelmingly, by the community. **Option 13 - Redlap Lane** - part of the South West Coastal Footpath received 188 votes in favour of protection from development and 17 votes against is now completely omitted from any proposed protection voted for by the community. There is, currently, no absolute protection from development that was voted for overwhelmingly, by the community. **Option 14 - The Playing Field** (which received 210 votes in favour of protection from development and 19 votes against) is now described as a "Local Green Space" (which removes the absolute protection from development that was voted for by the community and now allows exceptions for certain developments to be made as permitted by the NPPF) (see my comments below on Policy E2). There is no absolute protection from development that was voted for overwhelmingly, by the community. **Option 15 - The seaward side of the A379, outside areas of existing development** (which received 175 votes in favour of protection from development and 27 votes against) receives no express protection but is now only covered to the extent that development would "not be supported." Given that SHDC makes the final decision on development,vthis is not the absolute protection from development that was voted for overwhelmingly, by the community. I believe that this continued failure by the Steering Committee to comply with the overwhelming requirements of the community to provide explicit and absolute protection against any future development within these 6 locations (referenced option nos. 10 to 15 in the Choices for Change survey) has been made without good and sufficient reason. I believe that this failure has created a fundamental defect that goes to the root of, and jeopardises, the Neighbourhood Planning process . I must therefore request that this matter be brought to the attention of your Consultant as well as the Independent Examiner in the event that absolute protection, without exceptions is not established for those locations described in the Neighbourhood Plan Choices for Change document, Option nos. 10 to 15.	As stated above a NP cannot provided 'absolute protection' It can however designate Local Important Views that will impact on any future development Local Green Space proposals have been revised in the Plan

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Alan Stockbridge	38	**PART B – SPECIFIC COMMENTS ON THE FINAL DRAFT** **Page 2 –factual error** *"The parish …is…largely lying within an Area of Outstanding Natural Beauty"*. See map on page 4. The AONB actually covers less than 1/3 of the Parish, with 2/3 of the Parish lying outside of the AONB **Page 4 – Map**: The development boundary shown on the map appears to be inconsistent with other policies (eg page 30 -other sites not considered suitable) and with page 8, map 2 green spaces etc. Should 'green spaces' be included within a Development Boundary - is this not a contradiction in terms? **Page 9 – 'The Planning Context'**: Web searches for a misnamed document waste time and patience. Documents referred to in should be corrected to give the correct document titles (which are believed to be) **"South Hams Local Development Framework - Core Strategy"** and **"South Hams Local Development Framework - Development Policies - Development Plans Document"** **Page 16 - Policy H1**: 2nd sentence. "Development along the A379" should be amended to "Development along the west of the A379" in order to avoid ambiguity or overlap with subsequent policy statements relating to development to the east **(seaward)** side of the A379. **Page 16 Policy H1**: This policy fails to provide the express and absolute protection against future development to the seaward side of the A379 and the other areas that were proposed in the Choices for Change consultation. (See concerns above relating to protection). Although Policy H1 states that development to the east of the A379 "will not be supported", this is not an absolute commitment for protection against a future development that might be permitted under for example, Policies H5, H6, H7 and H8. **Page 17 Policy H1**: In para at the top of the page. Continue the sentence ending "….along the A379 axis" with "or affect views of the coast and countryside or impact upon the village and coast when viewed from offshore". **Page 17 Policy H3**: I draw your attention to the fact that site SH51 02 8/13 is a recognised Cirl bunting territory. (See attached letter from the RSPB) **Page 18 Policy H 8**:For the avoidance of ambiguity it should be clarified that support for such infill or self build developments will not apply should those developments be situated in protected locations. **Page 20 Policy RT 8 (new)**: Now that SHDC has decided not to increase the speed limit to 30mph, a new policy should be introduced to reduce the speed of traffic on the A379 between Deer Park and the Village Hall. This proposal received 143 votes in favour with 43 against in the Choices for Change consultation. The existing 20mph signage is inadequate and perhaps electronic flashing speed reminders such as those in Avonwick might be more effective **Page 20 - Policy E1**: This policy with its strategic public views is unnecessary since this policy is already coved by the CRoW Act Section 85 (1) which states *"In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty."* and also by NPPF Para 115 which states that *"Great weight should be given to conserving landscape and scenic beauty in ….Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas…"* . I would further remind the Steering Committee that it has stated in an email to me that that it had *"been advised that the protection already offered to areas within the AONB makes incorporation of further protection in the Neighbourhood Plan unnecessary."* Although a good idea in theory, in practice the designation of strategic public views is impracticable and limiting.	Review Parish description Planning Context to be revised Absolute protection is beyond the scope of a NP Habitats to be considered in the HRA and SEA Elaborate on Policy H8 to add that infill housing is also subject to all other constraints and policies of the Plan. Speed limits is beyond the scope of a NP This plan will only include Locally Important Views.

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Alan Stockbridge	38	The term "strategic public view" is undefined and meaningless – What does Protected mean? Does it mean protected from all development or protected except for developments permitted within the NPPF and Crow Acts together with infilling/self build or eco housing etc? (See concerns above relating to protection) The AONB/CRoW Act and NPPF already place a duty on authorities to conserve the natural beauty of both an AONB and its 'setting' Without prejudice to the above, the views indicated on Map 4 on page 21 are limiting. The arrow views need to be increased considerably in number and clarified. Is a view no longer 'strategic' if it is from a point (say) 50 meters away and (say) 10 degrees out of alignment? Other views from inside the parish to scenes and coastlines that are in adjacent parishes, as well as views of Stoke Fleming seen from adjacent Parishes need to be included. Furthermore views of the parish and Undeveloped/Heritage Coast from the sea also need to be shown, particularly as , and as stated above, the AONB/CRoW act requires consideration and preservation of the "setting" of the AONB. The final para on page 20 states merely, that views "deserve to be preserved". Surely this must be corrected and stated more positively to read "**shall** be preserved" **Page 20, Policy H1**: After "Strategic views will be protected", change the next sentence to be "These include, **without limitation,** the views of (see Map 4)" **Page 21 The Environment**: No mention has been made of the Cirl Bunting. Cirl Buntings are specially protected, a species of principal importance (section 41 of the Natural Environment and Rural Communities Act) and red listed as a bird of high conservation concern. According to the RSPB, based on the national survey in 2009, South Hams holds 60% of the UK's Cirl Buntings and Stoke Fleming Parish with 13 breeding pairs, supported "a nationally important number of Cirl Bunting breeding territories". In addition, I attach a copy of a letter from the RSPB to SHDC (forwarded to me by the RSPB) which makes reference to Cirl Bunting sites in Stoke Fleming. In addition Stoke Fleming, is midway between the 2 major bird migration landfall points at Start Point and Berry Head, which occasionally attract unusual migrant birds that can be seen offshore or along the coastal strip. **Page 21 Policy E2**: How does designation of a "Local Green Space" create any extra protection to that which already exists by being in an AONB and subject to CRoW and NPPF regulations? What does "protected from development" mean? Does it mean protected from all development or just protected, with exceptions for limited developments permitted within the NPPF paras 78 and 89 and Crow Acts together with infilling/self build or eco housing etc? It must be clarified.(See concerns above relating to protection). I would remind the Steering Committee that it has stated in an email to me that that it had *"been advised that the protection already offered to areas within the AONB makes incorporation of further protection in the Neighbourhood Plan unnecessary."* Are the Local Green Spaces intended to be public spaces freely open to the public? If they are not freely open to the public, should they also include for example, fields around the village, eg the field in front of Sanders or the Stoke Lodge gardens adjacent to the Birdwalk? Is the Church yard eligible to be a Local Green Space? **Page 30 Other Sites Land at School road (Site SH5112 13)**: This site has been identified as a Cirl bunting Breeding territory (see attached letter from the RSPB) **Page 43**: the link addresses for "Maps showing environmental/habitat designations " appear to be incorrect , being links to Ugbororough NP	Refer to definition of LGS in the NPPF The NP will help define areas and features requiring special consideration beyond the broader protection offered by the AONB designation

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Madeleine Clark	39	It is good see a draft Plan put in front of the community. I have the following comments to make: 1. Evidence. I cannot see what community views have been used for each of the Polices and Projects put forward in the draft Plan, and which ones have been left out, and why. 2. Housing development. There are too many complicated 'get-out' clauses. Two preferred sites have been put in for up to 30 houses (3 times the official guideline for this Parish) and then more on top is added from other opportunities in H1 and H8. Anything above 30 is unacceptable for the village. 3. Development in School Road. I have become aware that the field to the west of School Road, described in E2 as a possible 'green space', will be subject to a planning application for housing. If this is successful it will be necessary to remove another site to ensure that the cap of 30 dwellings is not exceeded. 4. Village development boundary. Apart from the two major sites every development should be restricted to be within the boundary as drawn (not particularly clearly) on Map 2. The boundary should be carefully protected since we are in a special part of the AONB. Extension is not necessary – Dartmouth is building a lot of houses nearby at Townstal. Not all key public views are included in E1, and the concept of 'protection' of views seems vague. But none of that would matter anyway if it was accepted that the whole area is beautiful, especially on the coastal sides. So as far as the village is concerned we simply need to preserve the boundary. 5. Venn Lane. Traffic should simply be deterred from using the lane in the first place, such as by a sign at either end. 6. Wind turbines. I strongly feel that any small scale wind turbine should only be installed if demonstrably 'supported by the community'. Clearly the impact on neighbours will be of prime importance. 7. Virtual pavements. Suicide runs. No thanks. 8. Southwest Coast Path. A major asset. You should say so by boosting up E1, such as by preserving and protecting the immediate and wider surrounding areas. The present wording provides 'lip service' only. 9. Action Plan. We are clearly on notice that there are a significant number of hurdles to overcome before a number of changes can actually be put in place.	An evidence base will provide this information Noted This is an allocated site and its delivery is additional to the provisions of the NP. It has subsequently received planning permission The development boundary is a Local Plan designation This is a DCC Highways Issue This provision is made in the Joint Local Plan Noted Noted
Barry Clark	40	I thank the Steering Group for their work, and for the stated intention to be guided by the expressed wishes of the community. I support the Vision and Objectives. I support the strategy of showing in the Plan an 'over-supply' of future suitably sited housing compared to the Draft Joint Local Plan guideline of 10 dwellings for Stoke Fleming Parish. This potentially puts Stoke Fleming in a strong position to resist other developments in the Plan period. I have concerns, however, that the key Polices and other references in the plan document at present • Do not fully support the stated intention to live in a community where 'the landscape and natural setting of the area is maintained and enhanced'. • Do not appropriately reflect the body of evidence available about community wishes. • Include some apparently ambiguous statements.	

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Barry Clark	40	• Are possibly unenforceable as a guide to the Planning Authority. I therefore provide the following comments, numbered 1 to 6:- **1. POLICY H1: A379** **Concern** The wording only partially reflects major community concerns. Many in the community wanted the A379 to act as a firm development boundary - not simply for the road itself to be protected. The concern is that the community may well accept the wording in its present form but not recognise the limited protection that it actually provides. The clear and very strong desire to specifically protect Redlap Lane, which is nearer the coast and east of the A379, illustrates the strong community feeling about protecting the landscape and seascape from the A379 to the sea. The strength of feeling (see 'Evidence' below) appears in this respect to have been totally ignored. **Suggested points for inclusion in the Draft Plan** Clarify the Policy wording to protect from further development all of the east side of the village outside the development boundary, including from the A379 to the sea. Clarify the position about village development boundary protection. State that the village development boundary (shown on Map 2) will act as the primary future protection against the unwanted development. That would then synchronise with the District Authority's Joint Local Plan. **Evidence** 1. Choices for Change preferences: - Protect Redlap Lane: 188 in favour: 92% from 205 responses (more than for the A379!) - Avoid developments that spoil public views: At least 199 in favour: 91% from 218 responses - Protect the seaward side of A379: 175 in favour: 87% from 202 responses 2. Various comments included in consultation material, eg from the Village Walks, written responses from Choices for Change, and a variety of responses at/after the November 2015 event summarised in text form. 3. Representation by BP Clark to the Parish Council Meeting 7/9/16 (See PC Minute no 244) 4. 10 representations from local residents objecting to a proposed new dwelling in Redlap Lane ref 2462/16/FUL dated 8 August 2016. This is a relatively large number of objectors in the context of a proposed single dwelling. Objectors principally wanted to avoid this and other development in what they considered to be a sensitive unspoilt area outside of the village development boundary and beside the lane which is a much-used local walking path/SW Coast Path. Full details are available on the SHDC Planning Search website. 5. Joint Local Plan 'Thriving Towns and Villages Settlement Boundary Topic Paper' Draft March 2017. This states that 'allowing development outside settlement boundaries, on un-allocated sites, are (sic) only expected to occur in exceptional circumstances'. **2. POLICY E1: PROTECTION OF STRATEGIC PUBLIC VIEWS** **Concern** Map 4, which shows the protected viewpoints, uses arrows. As a result the protected views are not shown. For example VP1 (first bullet) seems to completely ignore the coastal vista to the east of the A379. Indeed, the extent of none of the 'protected' areas is clear. It is also not apparent what the word 'protection;' actually means (in planning terms).	No clear policies for Redlap or other areas within the Parish but outside the Settlement boundary NPSG to consider if any new policy could be supported. NDP revised to clarify that the policies apply to the whole parish not just the village.

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Barry Clark	40	This present approach seems to weaken Policy H1. **Suggested points for inclusion in the Draft Plan** Illustrate in Map 4 the protected areas by splays or hatching. This will provide more certainty. Include in the example case of VP1 the whole of the triangle bordered by the eastern development boundary, the parish boundary and the coast. This would helpfully pick up the many extremely scenic rural and sea views available from the SW Coast Path as well as Shady Lane. Repeat this approach for all other protected areas. Clarify specifically what the word 'protection' actually means, and how strongly it could be applied should a planning application be received. **Evidence** 1. Community feedback, including that described in the 'evidence' section of comment 1. above. 2. 'Summary of Interview Feedback' from the Business and Employment consultation conducted in Autumn 2014. This was received by the Evidence Base Working Group on an email dated 18/7/16 entitled 'SFNP: Business and Employment: Appendix, Evidence, Consultation Record'. 3. Various National and District Planning guidelines relating to protecting the AONB and Undeveloped Coast, including good practice polices contained in the draft Plymouth and South Devon Joint Local Plan. 4. 'AONB Planning guidance' and other material available via the South Devon AONB Partnership. 5. Vision and Objectives statements and other relating text in the Draft NP. **3. POLICY H1: POTENTIALLY PERMITTED DEVELOPMENTS** **Concern** Policy H1 makes reference to potential development if 'it would be beneficial in visual terms and that design and construction have taken full account of the existing built environment' This seems capable of very wide interpretation, especially in the context of potential 'push-out' of the village development boundary. Furthermore, no specific reference is made to protecting landscape character, which is highly relevant to Stoke Fleming. For example, the present wording would not strongly support resistance by residents to over-development such as the Premier Garage site. Policy H1 refers to new development not impacting the appearance of the village 'along the A379 axis'. This wording seems to be capable of unnecessarily narrow interpretation or even misunderstandings. The concerns expressed by the community are often about the whole of the landscape and the setting of the village, not just views of the village. **Suggested points for inclusion in the Draft Plan** Include specific reference in the Policy to protecting landscape character. Explain within the Policy that suitable development would only be permitted within the village development boundary. **4. POLICY H8: INFILL DEVELOPMENT AND SELF BUILD** **Concern** This Policy apparently contradicts the 'protection' provided in Policy H1. Connected with this is the reference to the 'infill' development at Redlap Lane which is mentioned in Appendix F 3. This seems to be the proposal for a new dwelling ref 2462/16/FUL dated 8 August 2016.	Views to be re-named Locally Important Views. Recommend further illustration with photos illustrating the view. Such a view will be a consideration in any future planning application but not protect against such. See response above See policy E1 and the South Devon AONB Planning Guidance

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Barry Clark	40	That is not infill - there is a clear definition of that in planning terms – but a village boundary extension, ie 'outfill'. Accepting the present Draft Plan wording could open the way to all sorts of developments during the Plan period. The reference to taking forward Policy RT4 in the Action Plan also appears to misuse the 'infill' word. There is no explanation of what 'small infill', 'small scale' or 'self build' actually mean. Again, no specific reference is made to protecting landscape character, which is highly relevant to Stoke Fleming. There is no need to allow the flexibility provided here for more development outside the village boundary because the Draft NP already provides for 'over supply' of future housing in Policies H1, H3 and H4. **Suggested points for inclusion in the Draft Plan** Indicate clearly that Policy H1 takes precedence over Policy H8. Include specific reference in the Policy to protecting landscape character. Explain in the Policy that suitable development would only be permitted within the village development boundary. This would avoid edge-of-settlement proposals. Indicate briefly in the Policy the definitions of 'infill' (eg filling the space between existing buildings in an otherwise built-up road) and 'small scale development' (eg 1 to 3 dwellings) for the avoidance of doubt. **5. POLICIES E1, E3 AND PROJECT CP4: FOOTPATHS AND BRIDLEWAYS** **Concern** There appear to be no specific Polices for protecting or improving the many traditional devonbank lanes and hedgerows, including those that form the local character right besides the village itself such as Old Road, Mill Lane, Redlap Lane and Shady Lane. Project CP4 fails to recognise the strategic importance of the SW Coast Path to Stoke Fleming – a recreational walk with national importance which is enjoyed by many locals and visitors alike. The maps do not even show it. Project CP4 is headed 'improvements' to the SW Coast Path. This could be interpreted as implying that the present expansive open unspoilt coastal views from the present route in and out of the village (Old Road and Redlap Lane) are in some way second rate. Whatever route the SW Coast Path takes, if it is changed, will not diminish the use of those lanes for recreation and enjoyment. There could also be a threat to the village businesses if the route is changed. **Suggested points for inclusion in the Draft Plan** Include within Policy E1 specific protection of the lanes, including the management of them, the areas immediately beside them, and the many stunning views beyond. Include specific reference within Policy E1 to protecting and enhancing the unspoilt character of the present SW Coast Path route. Show the SW Coast Path on maps 2 and 4. **Evidence** 1. Choices for Change preferences: - Protect Old Road: 200 in favour: 93% from 215 responses - Protect Mill Lane: 194 in favour: 92% from 210 responses - Protect Redlap Lane: 188 in favour: 92% from 205 responses	NPG revised to consider further definition of Infill Development as pointed out in a previous comment. Include further definition of infill and reference to other policies in the Plan NPG to consider expanding Policy E1 to include what landscape features such as Devon Banks help define the character and should be conserved

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Barry Clark	40	- Protect Shady Lane: Question not asked but community preference likely to be similar - Avoid developments that spoil public views: At least 199 in favour: 91% from 218 responses 2. Information from the SW Coast Path organisation, including 'The rising tide of tourism on the South West Coast Path'. 2.9 million people per annum use the path. Included in that statistic is the South Devon portion in which Stoke Fleming is a prominent part. **6. POLICY H5 AND MONITORING AND REVIEW** **Concern** The post-referendum reviews and controls appear somewhat unclear and potentially possibly undemocratic. I am not a planning specialist but wonder whether best practice has yet been established generally as regards the operation of Neighbourhood Plans - in particular the method of updating them. The reference to a potential review 'during the initial five-year period' appears to be excessive and inappropriate. **Suggested points for inclusion in the Draft Plan** Indicate that Policy H5 and the 'Monitoring and Review' section have been specifically confirmed with SHDC/appropriate external specialists to reflect accepted best practice. Clarify in Policy H5 that the first review would take place 5 years after adoption of the Plan, ie not from 2016, unless major exceptional circumstances pertain.	NPG to make clear in the Consultation Statement and evidence base how the views of the Community have been addressed
Mr and Mrs P Lancashire	41	We visited the meeting of the Neighbourhood Plan on 10 April, and would like to comment as follows: 1. A very new planning application on a green field site on the left hand side of School Road has recently been submitted. There is very strong objection by neighbouring properties to the plan for about twenty houses in this particular part of the village. We are worried that delaying the period for consultation until 30 June will give extra time for the new development to be considered in the Plan. 2. The visual impact this will have in an area of outstanding natural beauty will be significant. 3. Over the past four years 48 new homes have been built on School Road. There has been a huge amount of heavy vehicles, plus a crane visit the Bloor Homes and Cavanna Homes sites, plus a huge amount of noise and dust while works were carried out. 4. Church Road is extremely narrow, and in bad repair. There are always vehicles parked there, and it can be difficult to pass. We therefore not only object to this new development being considered in the Plan, but we also object to any more building in this particular part of the village. Enough is enough.	This is an objection to any development in School including allocated sites in the DPD Site RA 22 subsequently approved and proposal H3 deleted

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South Hams District Council	42	Neighbourhood Plans cannot reference emerging Local Plans until they are adopted. However, it will clearly be important for the Plan to be in conformity with the emerging Plymouth and South West Devon Joint Local Plan (JLP) in order to ensure that it does not become out of date immediately the JLP is adopted. The recommendation is therefore that the Plan should demonstrate conformity with: a. The National Planning Policy Framework (NPPF) b. Strategic polices in the South Hams Core Strategy (2006) and other relevant Development Plan Documents where these are not in conflict with the NPPF. c. Strategic policies in the emerging Joint Local Plan (JLP) and the up-to-date evidence base that underpins it. Further guidance can be provided on the above on request, although the LPA is satisfied that the Plan together with Basic Conditions Statement provided currently answers the above requirements. However, conformity should be reconsidered at submission (Regulation 15), depending on changes made to the Plan and the stage that the emerging JLP has reached.	Noted, update as the JLP progresses
		2. The positive attitude to housing development and the identification of possible sites are welcomed. Policy TTV30 in the emerging JLP expects sites within villages such as Stoke Fleming to be allocated within neighbourhood plans, and the Plan should provide clear site allocations following thorough site assessments.	Noted
		3. While some site assessments have been carried out, it is not clear from the information provided in Appendix G exactly how this was done. Does 'the methodology used by South Hams District Council' refer to that used for the Strategic Housing and Employment Land Availability Assessment? Further detail should be provided about how the assessment criteria were judged. Given the location of Stoke Fleming within the South Hams Area of Outstanding Natural Beauty (AONB), it will be important to be able to demonstrate how the proposed development sites are able to meet the criteria set out in Paragraph 116 of the National Planning Policy Framework. It is also not clear whether the sites and the expected community benefits are deliverable, and this needs to be clearly demonstrated in the evidence base. Is there evidence to show that the level and type of housing development proposed is needed, for example an up-to-date Housing Needs Assessment? Have options such as self-build and community housing been explored to meet affordable housing need? Further guidance on background evidence and site assessments can be provided on request.	APPENDIX G to be expanded to explain how the assessment criteria were judged wrt to para. 116. Outline how community benefits can be delivered and provide evidence of need. (E.g. SHDC Housing Register and statement from Housing Service?)
		4. The plan could make clearer reference to the implications of the AONB location and how this impacts on policies, particularly those concerned with landscape issues. Reference to the AONB Planning Guidance is recommended, available at http://www.southdevonaonb.org.uk/our-work/responding-to-planning/south-devonaonb-planning-guidance-consultation.	Make reference to the AONB Planning Guidance especially sections 3.2,3.4,3.5,7.7 and 8.10
		5. As currently drafted, the Plan does not contain clear policy wording that could be used to determine planning applications. There is currently confusion between policy objectives, policy wording and supporting text/policy justification. Redrafting is recommended for all policies, based on guidance available at http://mycommunity.org.uk/resources/writing-planning-policies/ . Ideally policies will flow from the Vision and Objectives which the Plan sets out on Page 15.	Policy wording to be reviewed clearly linking the Vision, Objectives and Individual Policies

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South Hams District Council	42	6. Neighbourhood plan policies must relate to spatial matters which can be influenced by the planning system. While it can be appropriate to set out wider community aspirations within a neighbourhood plan, there needs to be a clear distinction between 'actions' or commitments by the Parish Council and community projects on the one hand, and planning policies on the other. Only the latter will be examined and become part of the Development Plan, and they should be clearly separated out in the Plan. Individual instances of where this confusion occurs are picked up in the detailed comments below.	Revised version of the plan to differentiate between policies relating to spatial matters and those of a more aspirational nature
		7. Policies should not replicate existing Local Plan or NPPF policy. If there is considered to be a need to cover the same ground as an existing policy, for example because the existing policy does not take local circumstances into account, it should be made clear in supporting text why this the case and what the neighbourhood plan policy adds to existing policy. Individual instances of this are picked up in the detailed comments below.	Noted
		8. While the Plan contains detailed consideration of Stoke Fleming village, there is little reference to the remainder of the Parish. Has consideration been given to how the Plan might shape development in hamlets such as Cotton, Bugford/Hillfield, Ash and Bowden?	NPG to review consideration of the broader Parish
		Comments on specific parts of the Neighbourhood Plan	
		Section, policy or text Comment Foreword ; Suggest replacing 'be incorporated into the area planning frameworks' with 'form part of the development plan for the area'	Will change
		The Purpose of the Plan Paragraph 3 Suggest replacing 'will form part of the wider South West Devon Joint Local Plan' with 'together with the South West Devon Joint Local Plan will form part of the Development Plan for the area' The Planning Context	Will change as suggested
		Page 9 Suggest new wording 'The primary Local Planning Authority (LPA) within which for the Stoke Fleming Neighbourhood Plan Area is located is South Hams District council., which currently relies on The planning policies for the district are set out in a range of adopted Development Plan Documents, including: The National Planning Policy Framework (NPPF) South Hams Local Development Core Strategy (2006) South Hams Development Policy Document DPD (2010) 'Saved' policies from the South Hams Local Plan (1996)	Will change as suggested
		As previously mentioned in 2016…..Joint Local Plan for Plymouth and South West Devon. This had reached pre-submission publication (Regulation 19) in March 2017. Its strategic policies provided a context for and helped to inform this neighbourhood plan.	Noted
		The Plan Process Page 12	
		Paragraph 1: Replace 'implement' with 'produce' Final paragraph: Replace 'adopted' with 'developed'. (Neighbourhood plan policies are not 'implemented' or 'adopted' until post referendum)	Will change as suggested
		Executive Summary Page 14	
		Paragraph 2 Replace 'proposed South West Devon Joint Local Plan' with 'the Development Plan for the area'	Will change as suggested
		Paragraph 6 Replace 'No more than 30 new homes will be built' with 'No more than 30 new homes are supported by the Plan'. However, the actual figure is 32?	Will change as suggested

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South Hams District Council	42	Objectives Page 15 Replace 'The intention of the Neighbourhood Plan is to create and be able to live in a community where' with 'The intention of the Neighbourhood Plan is to help shape a community where'	Will change as suggested
		Policy H1 'beneficial in visual terms' needs to be further defined. How will it be judged? Some local design criteria may help. Clarify that 'development to the east of the A379' does not include the area within the development boundary. The JLP gives indicative housing numbers for villages such as Stoke Fleming, rather than a minimum requirement. Numbers given (10 for Stoke Fleming) are for the village, not for the parish.	Will review and reword Policy H1 further defining 'visual terms' and reference to provision across the whole Parish
		Policy H2 JLP Policy Dev8 requires 30% affordable housing on developments of 11 or more housing. The Plan is expected to be in conformity with this JLP policy. Is policy H2 necessary – does it add anything to Dev8?	Policy revised however it is acknowledged that the NP cannot exceed JLP .
		Policies H3 and H4 Are these sites deliverable? How would vehicles access the H4 site for example? The policies need to be clear how the proposed community benefits are to be delivered. Would a Section 106 agreement be appropriate? Guidance on this can be provided on request.	NP to elaborate how H4 is deliverable. Site H3 deleted
		Policy H5 This is more suitable for supporting text than for a policy.	Change H5 to supporting text
		Policy H6 Does 'Stoke Fleming' here refer to the village or the parish? The policy sets out appropriate design criteria. However, consider whether some of these are already adequately covered by JLP Policy Dev20.	Refers to Parish. Policy H6 goes beyond JLP Dev20
		Policy H7 As above, consider whether this policy is covered by JLP policy, especially Dev21 and Dev 22.	re-wording Policy H7 with more specific locally based criteria.
		Policy H9 Criteria d) and e) are duplicates. Policy RTI While the objective of this policy is clear and appropriate, some clarity about how development can contribute towards this objective would be helpful.	Delete f (not e) Add clarity to the policy
		Policy RT2 The Plan needs to be clear how this policy is to be delivered. Is it expected to be financed solely from development of site H4? What are the roles of Devon County Council and the Parish Council? Has any agreement been reached with them about the improvements to the Bird Walk?	Elaborate on the delivery of H4 evidence correspondence etc. Links to H4 reinforces in revised Plan
		Policy RT3 Is this necessary as a separate policy or should it be included in H4? Is the delivery of H4 also dependent on agreement with the owners of Farwell House? If so is this likely to create any problems?	Provide evidence of delivery partners for CP
		Policy RT4 How will the car park be financed and delivered? The Plan could safeguard this site for future delivery of a car park if no finance is currently available.	
		Policy RT5 This is an 'action' rather than a policy: traffic calming is a road management issue rather than a planning matter.	Suggest changing Policy RT5 to background text
		Policy RT6 This policy could safeguard the footpath route.	Expand Policy RT6 to state that the route should be safeguarded
		Policy RT7 This is an 'action' rather than policy.	Change Policy RT7 to background text.
		Policy E1 The first paragraph is adequately covered in JLP, especially Dev27. It is useful to identify important local landscape views. The map is also useful, although it would be helpful to identify the list of views by the numbers on the map. Policy wording needs to be clear how any development that potentially impacts on these views should address the issue. It may be a matter of careful design to minimise impact, as a blanket ban on any development within these areas would not be acceptable. Refer to AONB planning guidance.	Expand policy E1, list and photo views and explain why they are important, consider changing 'preserve' to 'conserve'

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South Hams District Council	42	Consider the difference between 'preserve – to maintain (something) in its original or existing state' and 'conserve - protect (something, especially something of environmental or cultural importance) from harm or destruction'. Planning policies normally use the latter as a changeless landscape is unlikely to be either possible or desirable. Policy E2 The designation of Local Green Spaces within Neighbourhood Plans is welcomed, and many of the spaces identified for development will be appropriate. However, clear evidence will need to be provided that all the spaces meet the criteria set out in NPPF Paragraph 77. (The OSSR Plan provided is useful information but does not fulfil this function). Guidance on providing this evidence is available at http://mycommunity.org.uk/resources/neighbourhoodplanning-local-green-spaces/ . Please note that agricultural fields and new open space provided as part of development sites are unlikely to be able to meet the NPPF criteria. Policy E3 Protection of trees and woodland is covered in JLP Policy Dev30. Does E3 add significant value? Policy E4 The policy is recommended to include a caveat such as 'where there are no unacceptable impacts as judged against the polices in the Development Plan'. Also it would be helpful to set out how community support is to be judged. See JLP Dev35. Policy B1 'Low impact' can also have a wider meaning of high sustainability and low environmental impact. Some criteria could be set out here to ensure this. Community Projects While it is appropriate to set out community projects within a neighbourhood plan, there needs to be clarity that these are not planning policies and will not form a part of the Development Plan. Text could be provided to this effect at the beginning of this section, and it is recommended that a different numbering system and different coloured boxes are used for community projects and planning policies to avoid any confusion. Action Plan The Action Plan is welcomed as a way of demonstrating deliverability of the Plan. More detail could be provided for some policies, and this is picked up in comments on individual policies above. Policy H4: Such sites are expected to be allocated within neighbourhood plans. They will not be assessed and allocated as part of the JLP process. Appendices and Evidence Base The Appendices provide useful background information. However, consideration might be given to providing those that form part of the evidence base for the Plan in a separate document in order to keep the main Plan document to a manageable size. Please refer to the overall comments for queries about the Evidence Base. Local Lettings Plan While it is relevant to provide this alongside the Plan, please ensure the latest version is used. This is attached to the email with these comments.	Policy E2 expanded and some areas deleted Expand Policy to define low impact e.g. types of vehicle permitted. Community projects will be defined as aspirational projects of the community Action plan is to be updated Appendices and evidence are to be reviewed. Latest version of Lettings plan to be used
Beers Solicitors on behalf of Mr David Harris and Ms Jennifer Harris who own a field off School Road, Stoke Fleming.	43	**Field off School Road, Stoke Fleming** It has come to our clients' attention that the above property has been put forward for a change in its status so that it becomes local green space in the latest edition of the proposed Stoke Fleming Neighbourhood Plan. Our clients have previously indicated that they objected to its redesignation, but despite chasing you they have not received any meaningful feedback about the decision-making process.	Site identified as 'Field to the West of School Road between Mill Lane and the School has been deleted from Policy E2 of the Plan

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Beers Solicitors on behalf of Mr David Harris and Ms Jennifer Harris who own a field off School Road, Stoke Fleming.	43	The purpose of this letter is to make plain their very strong objection to the redesignation of the field, and to point out that, thus far, there has been no consultation (or any effort to obtain their consent) with them as landowners concerning the proposed redesignation, despite the very clear requirements for such consultation in the local authority's Local Green Space Designation Guidance Notes. Further, our clients wish us to draw your attention to paragraph 77 of those Notes, which states as follows:- "77. The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:- • where the green space is in reasonably close proximity to the community it serves; • where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and • where the green area concerned is local in character and is not an extensive tract of land." None of those considerations apply to the field and there is therefore no justification for its proposed allocation as Local Green Space. We would therefore be grateful if you could:- 1. Respond to this letter within seven days to formally note our clients' objection to any proposed designation of the field as Local Green Space. 2. Let us know what stage the proposals have reached and provide copies of any Minutes of meetings at which the proposal has been discussed. 3. Confirm that no further discussion of the proposal will take place until our clients have had the opportunity to put their own representations and objections to you formally. 4. Arrange for an apology to be placed in the August village magazine as follows:- "The Stoke Fleming Neighbourhood Plan Steering Group apologise for the misinterpretation regarding Green Space allocation and naming of a field as a Green Space that has been under formal agreement with South Hams District Council since 2011 for village development and that this has caused hurt and abuse to the landowners due to this unfortunate inclusion."	Site RA 22 has subsequently received planning permission and site H3 deleted from the plan Local Green Space policy revised deleting this site.
Blue Cedar Homes Ltd (BCH).	44	BCH have submitted an application to develop land at School Road which is currently allocated pursuant to policy RA22 of the Rural Site Allocations DPD (2011). The site is allocated for "residential development" beyond 2016 to include "about 20 dwellings". The draft Neighbourhood Plan, inter alia, seeks to de-allocate land which is allocated for housing in the Local Plan and seeks to, instead, allocate that land as "Local Green Space" pursuant to draft policy E2. As elaborated upon below, the draft Neighbourhood Plan and, in particular, policy E2 clearly fails a number of the Basic Conditions, not least the need to be in general conformity with the strategic policies of the development plan. A number of other policies proposed in the draft Stoke Fleming NP fail a number of Basic Conditions. In particular, we object to the following: policies H1, H2, H3, RT2, RT3, RT4, RT5, RT6, RT7, CP1, CP2 and CP4. These objections are elaborated upon below.	As RA22 is allocated it shall be referred to as such in the plan and any other proposals (such as Local Green Space Removed) Site has subsequently received planning permission.

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Blue Cedar Homes Ltd (BCH).	44	**Basic Conditions and Introduction** 1. In order to successfully pass through the examination process, a Neighbourhood Plan must satisfy the "Basic Conditions" **set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990.** In summary, a Neighbourhood Plan must: 1.1 Be "appropriate" having regard to national policies and advice; 1.2 Contribute to the achievement of sustainable development; 1.3 Be in general conformity with the strategic policies of the development plan; and 1.4 Not breach, and be otherwise compatible with, European Union and European Convention on Human Rights obligations. 2. This objection explains the ways in which a number of the policies of the draft Neighbourhood Plan fail to meet these tests. 3. Further, whilst it is clear that a significant amount of work has been put into producing the draft Neighbourhood Plan, the plan is not fit for purpose. The draft Stoke Fleming Neighbourhood Plan is more akin to a more informal "parish plan" which sets out the wishes and views of the local community. As noted on page 25 "The Neighbourhood Plan contains a range of planning policies and in addition various community projects that are not linked to planning" (our emphasis). 4. As stated in para 16 of the NPPF, a Neighbourhood Plan is intended to be a plan that supports "the strategic development needs set out in Local Plans, including policies for housing and economic development". It should "plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan". 5. A Neighbourhood Plan is a formal document which, once made, forms part of the statutory development plan for the purposes of the Planning Acts. It is simply not appropriate for the statutory development plan to contain "various community projects that are not linked to planning". A Neighbourhood Plan must be a document concerned solely with planning for local sustainable development. 6. Given the number and wide ranging policies of the draft Neighbourhood Plan which are not related to planning, the draft Neighbourhood Plan stands little or no chance of being approved at examination in its current form. Therefore, to avoid considerable wasted time (on the part of the local residents who have worked hard to compile the current draft of the Neighbourhood Plan and on the part of third parties) and to avoid the public expense of an examination, the most prudent course of action is for the draft Neighbourhood Plan to be re-drafted at the earliest possible stage so as to make the document fit for purpose: i.e. a document which only contains specific, unambiguous and evidence based planning policies. 7. Whist this will necessarily be frustrating for the people involved in the process to date, who have clearly put a lot of effort into getting the draft Neighbourhood Plan to this stage, an early redraft will be the most effective way to ensure that local people can retain a control of the document to ensure it is in a form which stands a chance of successfully passing through examination.	In the revised version of the Plan certain policies will be re-named Aspirational Community Projects. It would be wholly inappropriate to delete these as they are underpinned by a high level of community support, help reinforce the vision, aims, policies and proposals for the future development of Stoke Fleming. This plan sets out to achieve the stated aim of DCLG . *Neighbourhood planning provides the opportunity for communities to set out a positive vision for how they want their community to develop over the next 10, 15, 20 years in ways that meet identified local need and make sense for local people. DCLG 06 03 14*

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Blue Cedar Homes Ltd (BCH).	44	**Policy Background** 8. The current statutory development plan for Stoke Fleming is comprised in the South Hams Local Development Framework. This is comprised of a number of documents. The most relevant documents for the purposes of this objection are the Core Strategy (2006) the Development Policies DPD (2010) and the Rural Areas Site Allocations DPD (2011). 9. The summary of the "Planning Context" at page 9 of the draft Neighbourhood Plan demonstrates a fundamental misunderstanding of the statutory development plan. In particular, the draft Neighbourhood Plan only refers to the Core Strategy and the Development Management Policy DPD. No mention is made of the Rural Areas Site Allocations DPD (2011). The failure to have regard to the Rural Areas Site Allocations DPD is a recurring theme of the draft Neighbourhood Plan. 10. Therefore, it is clear that the Neighbourhood Plan has been drafted on an erroneous understanding of the statutory development plan. This error permeates the document and infects the decision making processes and evidence base which underpin its policies. As the draft Neighbourhood Plan has been prepared with no regard to an important element of statutory development plan, the plan cannot possibly be found to be in general conformity with its strategic policies. 11. In the context of the planning application currently before South Hams Council for determination (Ref 1554/17/OPA), it has been suggested by the Parish Council that the Rural Areas Site Allocations DPD no longer forms part of the statutory development plan. This is clearly incorrect. All of the adopted LDF documents (including the Site Allocations DPD) comprise the current statutory development plan for the Parish unless and until they are either formally withdrawn or replaced. 12. The relevant policy of the statutory development plan relating to the School Road site which is subject to BCH's planning application (policy RA22) included a delaying mechanism. The policy states: "Policy RA22: Residential development is proposed **beyond 2016**, to include: About 20 dwellings; and Footpath access to the village centre." (our emphasis) 13. The wording of the policy makes it clear that it should not be considered to be effective until after 2016. Accordingly, whilst the DPD was adopted in 2011, this particular policy only came into effect last year. Therefore, cannot be a credible suggestion that this policy is out of date. There is no suggestion that evidence base which underpinned Policy RA22 should be disregarded. **Relevant Policies and Guidance** 14. As noted above, the NPPF requires a Neighbourhood Plan to "plan positively to support local development, shaping and directing development in their area". The NPPG expands on this guidance and notes that "A neighbourhood plan or Order must not constrain the delivery of important national policy objectives. The National Planning Policy Framework is the main document setting out the government's planning policies for England and how these are expected to be applied." Paragraph: 069 Reference ID: 41-069-20140306. 14.1 The NPPG continues: "Paragraph 16 of the National Planning Policy Framework is clear that those producing neighbourhood plans or Orders should support the	Planning Context to be revised as suggested by SHDC. This included the Adopted Rural Areas DPD 2011 Allocation RA22 to be included in the Plan

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Blue Cedar Homes Ltd (BCH).	44	strategic development needs set out in Local Plans, including policies for housing and economic development.... More specifically, paragraph 184 of the National Planning Policy Framework states that neighbourhood plans and Orders should not promote less development than set out in the Local Plan or undermine its strategic policies." Paragraph: 070 Reference ID: 41-070-20140306 "In order to demonstrate that a draft neighbourhood plan or Order contributes to sustainable development, sufficient and proportionate evidence should be presented on how the draft neighbourhood plan or Order guides development to sustainable solutions." Paragraph: 072 Reference ID: 41-072-20140306 15. As explained in the The Wantage (Vale of White Horse) Neighbourhood Plan - Report of Examination (dated 30 July 2016): "3.1 ...The neighbourhood plan must have regard to national policies and advice contained in guidance issued by the Secretary of State and contribute to the achievement of sustainable development (the first two basic Conditions). Paragraph 16 of the National Planning Policy Framework (the Framework) is concerned with neighbourhood planning: "The application of the presumption [in favour of sustainable development] will have implications for how communities engage in neighbourhood planning. Critically, it will mean that neighbourhoods should: ● "develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development; [and] ● plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan;" 3.2 The plan must give sufficient clarity to enable a policy to do the development management job it is intended to do; or to have due regard to Guidance. For example, para 042 of the Guidance explains that: *"A policy in a neighbourhood plan should be clear and unambiguous. It should be drafted with sufficient clarity that a decision maker can apply it consistently and with confidence when determining planning applications. It should be concise, precise and supported by appropriate evidence. It should be distinct to reflect and respond to the unique characteristics and planning context of the specific neighbourhood area for which it has been prepared."* 3.3 Also, in relation to allocations, there has to be evidence to support the particular policy, notwithstanding it may express a strong and well-intentioned aspiration or concern of the local community; the relevant policy sections." **Policy E2 - Green and Open Spaces, Sport and Recreation (OSSR) Plan** 16. As noted above, the Local Plan allocates the relevant site in policy RA22 of the Site Allocations DPD for "about 20 dwellings" and envisages development "beyond 2016". The draft Neighbourhood Plan does not contain any references to or consideration of this policy. Appendix B purports to set out the reasons why certain sites were not considered to be suitable as preferred sites in the Neighbourhood Plan. However, even in this discussion document, no reference is made to policy RA22 of the Site Allocations DPD or the evidence base which underpinned and justified that policy.	Policy E2 to be revised and RA22 site removed from list of proposed LGS Appendix B to be revised relating to RA22°

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Blue Cedar Homes Ltd (BCH).	44	17. As explained above, it appears that this omission can be attributed to the fact that the authors of the draft Neighbourhood Plan have wrongly reached the conclusion that the Site Allocations DPD is not part of the "local plan". 18. As explained above, the Site Allocations DPD is a vital part of the current statutory development plan. The policy RA22 allocation was evidence based, examined by an Inspector, found sound and adopted as a statutory development plan policy. Whilst policy RA22 only seeks to allocate "about 20 dwellings", in the context of a settlement of the size of Stoke Fleming, the policy is clearly "strategic" in that it governs the direction and scale of the growth of the settlement. 19. The approach adopted by the draft Neighbourhood Plan to simply ignore the adopted statutory development plan at best demonstrates a lack of understanding of the planning context within which the Neighbourhood Plan is intended to operate. At worst, it could be seen to demonstrate a protectionist and unrealistic attitude which is aimed at frustrating committed development within the Parish. In either event, the approach is not consistent with the policies of the development plan (or the approach to Neighbourhood Planning advocated by the NPPF and NPPG). 20. The unexplained and unjustified decision to de-allocate the land at School Road appears to have been taken fairly late in the Neighbourhood Plan process. In the 2015 draft, the land was acknowledged as being suitable for development (as policy H5). The decision to subsequently change the status of the land at School Road has never been explained. No new evidence appears to have come to light to justify the decision. In addition, contrary to the guidance prepared jointly by the PAS and LGA (entitled "Neighbourhood planning: A simple guide for Councillors"), which stresses the importance of active engagement with land owners when preparing a Neighbourhood Plan, the owner of the land at School Road was not consulted on the de-allocation. The decision to de-allocate the land only became apparent on the publication of the current draft of the Neighbour Plan. 21. Policy E2 seeks to identify and allocate a large number of sites as Local Green Space. However, the Policy contains no detail as to the status or effect of the proposed allocation. Indeed, all that policy E2 does is list the sites which are subject to the policy and states that the sites have been identified as "possible designated Local Green Spaces". There are no criteria which define the circumstances when a "possible designated Local Green Spaces" might be considered to be an actual designated Local Green Space. Therefore, policy E2 is far from being clear or unambiguous. It serves no development management function and should, therefore, be deleted. 22. Policy E2 makes reference to the OSSR Plan at Appendix D of the draft Neighbourhood Plan. The relevant section of the OSSR Plan starts by referring to new development which has been permitted along School Road and asserts that there is an existing deficiency of open space. It then states: *"The proposed site is part of the field opposite the school allocated for development as Site H3 under the Stoke Fleming Neighbourhood Plan (SFNP). It is 1.17 hectares in extent and if taken together with site H3 in the Plan could provide substantially more than the number required during the Plan period. Approximately one third of the site would be set aside as Open Space, available for play but also landscaped and planted to provide a pleasant area for leisure and recreation generally. The land would, like the existing Playing Field, be owned by the parish council and maintained by it. Funding would come from a Section 106 agreement."*	Policy E2 to be updated and further justification added, subject site to be removed

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Blue Cedar Homes Ltd (BCH).	44	23. This does nothing to aid the understanding of policy E2. Indeed, it simply discloses the fact that the Parish Council's aims are dependant on the actions of a third party (the landowner) over whom they have no control. There are no practical details as to how the stated aim could be achieved. It is, therefore, clear that the site allocated for housing pursuant to policy RA22 has only been "allocated" as Local Green Space in the draft Neighbourhood Plan as a protectionist attempt to frustrate the development of the site. This is not an appropriate function for a Neighbourhood Plan. 24. There is no evidence that would support or justify the allocation of this site as Local Green Space. Similarly, there is no evidence to explain why the site is no longer suitable for housing development. **Policy H1 General Objectives** 25. The draft Neighbourhood Plan takes as its starting point a purported "housing need" figure of 10 dwellings. This derives from the emerging Joint Local Plan. The emerging plan is at an early stage of its preparation and, as such, carries very little weight in terms of its status in decision taking or plan making. Its content certainly does not outweigh the policies of the adopted statutory development plan. 26. The housing figure stated in the emerging Joint Local Plan lacks any objective assessment or evidential basis. The same housing need figure has been given to a large group of settlements (characterised as "Villages able to accommodate around 10 dwellings each") despite the fact that the settlements vary considerably in size and service provision. This should not be taken to represent a full objectively assessed housing need for the relevant settlements. The figure does not represent the latest up-to-date evidence of housing need. 27. A significant number of objections have been made to this particular policy of the emerging Joint Local Plan. 80 objections appear on the consultation portal. This does not include comments which have been submitted in another format such as by letter. Therefore, given the number and strength of objections to the approach taken by the Joint Local Plan in this respect, there can be no guarantee that the Joint Local Plan will proceed to examination or be adopted in the currently proposed form. It is, therefore, wholly inappropriate for the Neighbourhood Plan to seek to use this figure as a proxy for "housing need" to the exclusion of the policies of the adopted statutory development plan. 28. As there is no evidential basis for the housing need figure adopted by the draft Neighbourhood Plan (nor its proposed supply figure of 30 dwellings over a 20 year period), both figures are inconsistent with the national guidance and advice. 29. Further, it is noted that the draft Neighbourhood Plan plans for 30 dwellings over a 20 year period. This time period spans 4 local plan periods (Local Plans should be reviewed every 5 years). Therefore, even if the 10 dwelling figure were to be accepted (which it is not), the draft Neighbourhood Plan does not provide for sufficient housing development to meet the identified need due to its very long anticipated duration. **Policy H2 Affordable Housing** 30. Policy H2 requires 35% affordable housing to be provided on all new development of over 10 dwellings. In so far as we can see, there is no evidence base to justify this requirement. Objective justification should be provided.	See guidance from SHDC; The JLP has reached pre-submission publication (Regulation 19) in March 2017. Its strategic policies provided a context for and helped to inform this neighbourhood plan. Justification for 35% Affordable Housing is based on the Local Plan

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Blue Cedar Homes Ltd (BCH).	44	**Policy H3 Old Cricket Field** 31. We would note that policy H3 refers to the perceived existing under-provision of open space on School Road and requires that the remainder of the land at H3 once 20 houses have been accommodated should be "given over" for "green space suitable for the recreational needs of all the residents of School Road". As will readily be appreciated, s.106 Agreements can only be used to secure infrastructure which is necessary to make the particular development acceptable in planning terms. Policy H3 appears to be aimed at extracting additional infrastructure from the developer in order to meet a pre-existing perceived deficit within the parish. Whether or not an actual deficit exists does not appear to have been examined in the evidence. 32. Whether or not there is an actual or merely perceived deficiency, it is not appropriate to seek to use the Neighbourhood Plan in this way. The site is either acceptable for development (including any infrastructure required to make the particular development acceptable in planning terms) or it is not. A Neighbourhood Plan cannot be used to seek to extract additional benefits from a development. 33. There is, therefore, considerable doubt as to whether the site allocated pursuant to policy H3 is deliverable in the form envisaged by the draft Neighbourhood Plan. **Policy RT2 Bird Walk and Policy RT3 Footpath, Rectory Land to School Road** 34. Policies RT2 and RT3 both require the delivery of infrastructure which is dependent on third party co-operation which cannot be secured by the Parish Council. 35. The proposed route RT3 appears to go through a development site which is currently being built out). It appears that the approved plans for that development are inconsistent with the alignment selected for route RT3. Therefore, the route will be undeliverable. 36. Further, the proposals contained at RT3 require the co-operation of multiple third parties. The policy notes that its achievement is "dependent on agreement between the diocese, the developer of Rectory Field (Site H4) and the owners of Farwell House, and will involve moving the entrance boundary of Farwell House in order to create a public right of way between the Bird Walk, Rectory Lane and Rectory Field." 37. Therefore, the policy is unlikely to be viable or deliverable. There is no incentive on the various landowners to agree to achieve the aims of the policy. Further, no regard has been given to the highway status of the link. 38. The allocation at H4 is, in turn, dependent on the RT3 link being delivered. Therefore, the combination of the two policies mean that H4 is also unlikely to be deliverable. 39. Similarly, Policy RT2 relating to Bird Walk appears to be undeliverable given the parties involved and the lack of clarity of certainty regarding the ownership or status of the way. Such policies are not deliverable or viable and are, therefore, not "appropriate" having regard to national guidance and policy. **Policies RT4 Car Park between Old Road and Mill Lane, RT5 Traffic Calming Venn Lane, RT6 Verge Footpath to Swannaton and RT7 Street Lighting Church Road, CP1 Virtual Pavement, Ravensbourne Lane to Post Office, CP2 Virtual Pavement on New Road, CP4 Improvements to Southwest Coast Path.**	Site H3 has been deleted from the Plan Site H3 deleted from the Plan Evidence is being provided on the delivery of RT2 and 3

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Blue Cedar Homes Ltd (BCH).	44	40. As noted above, a number of the policies of the draft Neighbourhood Plan are more akin to community projects and are unrelated to planning. The above list of policies all provide for the delivery of certain items of infrastructure which are unrelated to planning. Therefore, these policies are not appropriate for inclusion in the Neighbourhood Plan. 41. Further the policies all require the co-operation of third parties. For example, RT4 requires the construction of a car park on land not owned or controlled by the Parish Council and, in respect of which, no development is proposed. Policies RT5, RT6, RT7, CP1 and CP2 are entirely dependent on the actions of the County Council as highway authority and is not related to planned development but, rather, is an aspiration. The policies have no regard to the need for additional non-highway land to deliver some of the proposed improvements. In addition, the street lighting in policy RT7 has been proposed without any regard to the potential ecological impacts. Policy CP4 is dependent on action by Natural England, the County Council and the landowners whose land is affected by the coast path. Again, there is no certainty over deliverability and no link to development planned for the parish. 42. The above policies lack certainty of deliverability and should be deleted. **Policy CP5 Website** 43. This policy is not a land use policy and should not be contained in the neighbourhood plan. **Conclusion** 44. The draft Stoke Fleming Neighbourhood Plan fails to meet the Basic Conditions in a number of important respects. The policies are not supported by an appropriate or proportionate evidence base and do not comply with the strategic policies of the adopted statutory development plan. 45. For example, the decision to de-allocate land at School Road and to instead include it as a "possible designated Local Green Space" contrary to the terms of the current statutory development plan must be evidence based. However, no justification or explanation has been given either for the de-allocation or the allocation as "possible designated Local Green Space". This approach is entirely contrary to the guidance in the NPPF.	Policies noted are subject to review in the next version of the NP including deleting some policies and clearly identifying CP Policies as aspirational community projects Site RA 22 for age-restricted homes and affordable homes has subsequently been granted Planning Permission. Site H3 deleted from the Plan. Local Green Space Policy revised.
Clarke Wilmot on behalf of Millwood Homes	45	2. In summary, these representations demonstrate that the draft Neighbourhood Plan fails to meet the Basic Conditions in relation to policy H5 (and the conclusions made in Appendix B of the document regarding the suitability or otherwise of sites for inclusion in the Neighbourhood Plan) and in relation to policies E2, H3, H4, H5, RT2, RT3, RT4, RT5, RT6, RT7, CP1, CP2 and CP4. 3. These objections are elaborated upon below. **Policy H5 Other Sites: Sites not preferred for development and Annex B** 4. Millwood has an interest in land at Cotton Farm. Phase 1 of the land at Cotton Farm already has planning permission for 240 homes and employment uses (application ref 15_51/1710/14/O). This land was registered in the SHLAA with references SH_51_03/08/13/16, SH_51_07_13 and SH_51_04_13/16. The phasing plan shows a further Phase 2 extension of the development of 210 homes, on land registered in the SHLAA with references SH_51_05_13/16 and SH_51_06_13/16.	Noted

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Clarke Wilmot on behalf of Millwood Homes	45	5 Policy H5 states that "reasons why other sites were not considered suitable for inclusion as preferred sites are set out in Appendix B". Land at Cotton Farms (Sites SH_51_03_08_13 and SH_05_13_16) is one of the excluded sites. As will be readily appreciated, part of the land found "unsuitable" in Appendix B already benefits from planning permission and is a commitment. As a result, it should not feature in the Neighbourhood Plan. 6. The land at Cotton Farms is at the north eastern corner of the parish of Stoke Fleming which adjoins the existing western edge of the built up area of the Town of Dartmouth. The land is, therefore, far more closely related to Dartmouth in both physical and functional terms than it is to Stoke Fleming. Nonetheless, it is located within the Parish of Stoke Fleming and, as such, is subject to the Neighbourhood Plan. 7. Policy H5 states that the housing requirement for Stoke Fleming can be fully met through development of sites H3 and H4. Whilst it is not accepted that the housing requirement for Stoke Fleming as applied in the Neighbourhood Plan is based on a full objective assessment of housing need, it is clear that the approach taken in the Neighbourhood Plan has focussed exclusively on what is deemed appropriate to meet the needs of the settlement of Stoke Fleming. No regard has been had to helping to meet the needs of other settlements which immediately adjoin the Parish boundary (such as the town of Dartmouth). 8. Whilst there is not a formal duty to co-operate in respect of a Neighbourhood Plan, a Neighbourhood Plan should nonetheless respond to the evidence of housing need arising from neighbouring areas. A Neighbourhood Plan should plan positively to meet the evidenced need. It is not appropriate to try to use the Neighbourhood Plan process to prevent the wider needs of the District from being met in the Neighbourhood area. 9. The development of Phase 2 of land at Cotton Farm represents one of the most sustainable locations in which to meet the housing needs of Dartmouth. This is because the majority of the lower part of Dartmouth town is located within the AONB and South Devon Heritage Coast designations. The Millwood development site at Cotton Farm is the only known available site outside of these designations that can fulfil the strategic need for housing and affordable housing that Dartmouth desperately needs. 10. As a result, Phase 2 of the land at Cotton Farm is a proposed allocation in the emerging Joint Local Plan pursuant to Policy TTV5. The proposed allocation Policy TTV5 for a total of 450 new homes and 10,800 sqm of employment land is shown below. **Policy TTV5** **Land at Cotton** Land at Cotton is allocated for residential led mixed-use development. Provision is made for in the order of 450 new homes and 10,800sqm of employment land (Use Classes B1). Development should provide for the following: 1 A local community hub. 2 Retention of the existing sports pitches with any re-ordering only acceptable if it would result in enhancement of the facility. 3 Provision of both formal and informal open space.	The development of the part of the land at Cotton that received planning permission was supported by the Parish Council but its concerns are about the proposed expansion from 210 to 450 dwellings Noted The housing need referred to in the NP is the housing need for the Plan Area Noted

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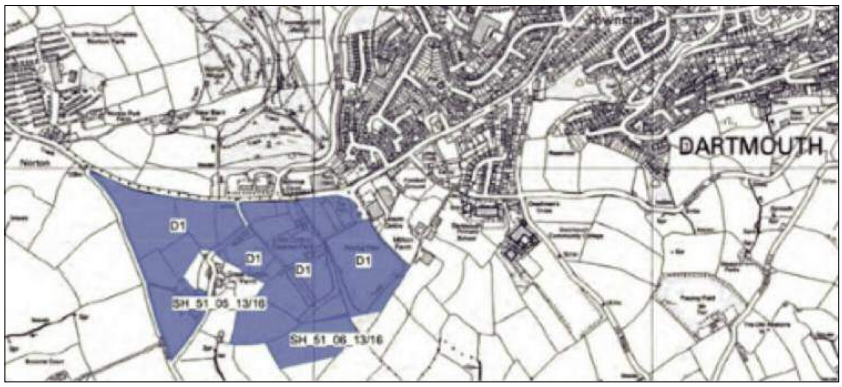
Clarke Wilmot on behalf of Millwood Homes	45	4 Strategic landscaping to address the scale and prominence of the site, to help mitigate any adverse visual impact on the AONB, and to soften the edges of the development onto the undeveloped countryside. 5 A scale, design and southern extent of development which is not overly prominent when viewed from the surrounding countryside. 6 Positive frontages onto the adjoining road network, especially the main road. 7 Delivery of enhanced connectivity with the lower town for public transport, pedestrians and cyclists. The proposed Joint Local Plan allocation plan is shown below.  11. The Basic Conditions require that a Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan. Whilst the emerging Joint Local Plan does not yet have the status of being the current "development plan", once adopted, there can be no doubt that Policy TTV5 will be a strategic policy of the development plan. Therefore, in the event that the Joint Local Plan is adopted before the Neighbourhood Plan, the Neighbourhood Plan would have to be in conformity with policy TTV5. If the Joint Local Plan is adopted after the Neighbourhood Plan, policy TTV5 will take precedence over the Neighbourhood Plan. Therefore, it serves no one's interest for the Neighbourhood Plan to have no regard to the proposed policy or the evidence base which underpins it. 12. The NPPG contains guidance as to the approach that should be taken in the event that a local plan is intended to allocate sites in an area where neighbourhood plan is also being promoted. It states: **"What if a local planning authority is also intending to allocate sites in the same neighbourhood area?** If a local planning authority is also intending to allocate sites in the same neighbourhood area the local planning authority should avoid duplicating planning processes that will apply to the neighbourhood area. It should work constructively with a qualifying body to enable a neighbourhood plan to make timely progress. A local planning authority should share evidence with those preparing the neighbourhood plan, in order for example, that every effort can be made to meet identified local need through the neighbourhood planning process. Paragraph: 043 Reference ID: 41-043-20140306 Revision date: 06 03 2014" **"Can a neighbourhood plan allocate additional or alternative sites to those in a Local Plan?**	Noted Noted

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Clarke Wilmot on behalf of Millwood Homes	45	A neighbourhood plan can allocate **additional** sites to those in a Local Plan where this is supported by evidence to demonstrate need above that identified in the Local Plan. A neighbourhood plan can propose allocating alternative sites to those in a Local Plan, **but a qualifying body should discuss with the local planning authority why it considers the Local Plan allocations no longer appropriate.** In rural areas, all settlements can play a role in delivering sustainable development.	Proposed site H3 has been deleted and site H4 is additional to others in the LP
		The resulting draft neighbourhood plan must meet the basic conditions if it is to proceed. National planning policy states that **it should support the strategic development needs set out in the Local Plan, plan positively to support local development and should not promote less development than set out in the Local Plan or undermine its strategic policies** (see paragraph 16 and paragraph 184 of the National Planning Policy Framework). **Nor should it be used to constrain the delivery of a strategic site allocated for development in the Local Plan."** Paragraph: 044 Reference ID: 41-044-20160519 Revision date: 19 05 2016" (our emphasis)	NPG and the Parish Council is in ongoing discussions on the land at Cotton Farm with the developer and SHDC, jointly with Dartmouth Town Council.
		13. The Neighbourhood Steering Group has full access to the evidence base which underpins the proposed allocation of the land at Cotton Farm. However, at no point has any explanation or justification been given as to why that evidence should be departed from or an alternative site allocated. Further, what is clear from the NPPG is that a Neighbourhood Plan should not be used to try to frustrate development within the relevant area. If alternative sites are being considered these should be in addition to the Local Plan allocations and not in substitution therefor. A Neighbourhood Plan must plan positively for development rather than seeking to "minimise development" (which was one of the aims adopted by the Steering Group which flowed from the 2015 Neighbourhood Plan consultation process).	
		14. As noted above, no robust justification is given as to why land at Cotton Farms is unsuitable for development. The draft NP alleges unacceptable adverse impacts on the landscape and increased traffic. However, these reasons are entirely based on supposition. No objective evidence exists to support the allegations. In contrast, the District Council and Millwood have both carried out assessments and have produced evidence that has informed the proposed allocation.	The NPG disagree with the statements of the developer concerning this visual impact of the development
		15. Looking at landscape impact in more detail, the concerns of the NP are stated as follows: *"The sites would be an enlargement of the proposed West Dart development and fall outside the existing DPD (Development Plan Documents) boundary. Extension of the DPD boundary would involve building on the south-facing slope towards the rural valley that lies below, bringing it very noticeably within sight of the village of Stoke Fleming and substantially altering the strategic views across the northern part of the AONB and towards the skyline of Dartmoor National Park in the vicinity of Hay Tor."*	
		16. It is factually incorrect to state that the extended site can be seen from within the village of Stoke Fleming. There is also no intervisibility between the development site and Dartmoor National Park or the northern part of the AONB. The extended part of the development site, Phase 2, sits below Phase 1. Townstal Road on the northern boundary of Phase 1 is the	The NPG disagree with the statements of the developer concerning this visual impact of the development.

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Clarke Wilmot on behalf of Millwood Homes	45	highest part of the site. The only part of the development that could be considered to have a skyline setting is the Phase 1 part of the site that already has planning permission. 17. Millwood has commissioned a Landscape and Visual Impact Appraisal of the Phase 2 development. Part of this analysis includes assessments from viewpoints from positions that have been agreed by the District Council's landscape officer. An assessment of the Zone of Theoretical Visibility (ZTV) for the site has also been undertaken, i.e. a digital mapping exercise that models where the site can theoretically be seen from based on the topography of the area. It is referred to as theoretical as it does not take into account of and trees or buildings. The ZTV shows that due to intervening topography it is physically impossible to see the development site from within the village of Stoke Fleming. 18. There are no short range views of the site from the AONB as the boundary is approximately 1 km to the east. The only mid range view of the site from the AONB is filtered by the existing shelterbelt vegetation and viewed in the context of the wider development of Dartmouth as shown in the photograph below. This photo is taken from a field gate on the A379. The site sits behind the high group of pine trees that forms the east boundary of the site. 19. In 2013 Millwood Homes sought a Screening Direction from the Secretary of State who determined that the development of the site (phases 1 and 2) would not constitute EIA development. **The Secretary of State's decision is enclosed at Appendix [ ]**. The Secretary of State specifically states that although there are 'glimpse' views from the AONB, 'because of the rolling nature of the local topography and landform and level of local vegetation cover these effects are not of a level of significance in EIA terms to justify full EIA treatment'. In other words the landscape impact of the development will not be significant within the meaning of the EIA Regulations. 20. As can be seen from Part 4 of Policy TTV5, the District Council acknowledge that strategic landscaping is required to mitigate any adverse impact upon the AONB and to soften the edges of the development. Following discussions with the Council's landscape officer a robust strategic landscape scheme is proposed that wraps around the outer edges of the development, including a landscaped buffer to the west of the boundary of the site with Venn Lane. As can be seen **from the enclosed emerging masterplan** layout for the site, the proposed strategic landscaping sets the development back a significant distance from the proposed extent of the allocation boundary. The enclosed masterplan shows that development would not extend southwards beyond the east boundary pine trees shown in the above photo. The proposed strategic landscaping is therefore considered to address part 4 of Policy TTV5 and the stated landscape impact reasons for excluding the development site from the NP. 21. Looking at the alleged traffic issues in more detail, the concerns of the NP are stated as follows: *Development would inevitably further increase traffic along the rural parts of Venn Lane, a single track road with few passing places on the stretch*	The NPSG and Parish Council have submitted phootographic evidence highlighting the extent of visual impact when viewed from the south rather than from the main road, and at the edge of the parish, to the east

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Clarke Wilmot on behalf of Millwood Homes	45	*between Venn Cross and the village and where visibility at junctions is severely restricted. It would increase through traffic within a part of the village that does not have the transport infrastructure to support it, the only access at the southern end being Cinders Lane and Ravensbourne Lane, also too narrow to accommodate two-way traffic.* 22. Again, the Neighbourhood Plan contains no evidence to support the claim that the development would increase traffic along Venn Lane and through the village of Stoke Fleming to unacceptable levels.	Contrary to this statement. It is the opinion of the NPG and the Parish Council that the development will have severe impact on Venn Lane.
		23. In response to this concern, paragraph 32 of the National Planning Policy Framework (NPPF) describes that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe". 24. As part of the approved Phase 1 development a Transport Assessment was submitted that assessed the traffic impact of the development. This assessed the proportion and distribution of traffic on surrounding roads from the development and was agreed by the Highway Authority (Devon County Council).	Noted. It is of interest that this site does not require an EIA whereas the proposed sites within the site do.
		25. A consideration of "peak hour" traffic, i.e. the morning and evening rush hours, is the key consideration in respect of transport impact as this is normally when the highest volumes of traffic arise. The Highway Authority agreed that the amount of 'peak hour' traffic from the development that would use Venn Lane was negligible. There is no reason why perceptible levels of traffic from the development would use Venn Lane during the peak hours. For example, there are no employment destinations that would encourage occupants of the development to use Venn Lane as a commuter route. There are no services such as doctors or schools that would be preferable to use compared to the services in Dartmouth that are nearer to the site. 26. For the same reasons, the development of the Phase 2 development would also have a negligible effect in terms of traffic using Venn Lane. Other than occasional leisure pursuits, there would be no reason for the occupants of the development to travel along Venn Lane. The likely impact is a long way short of any 'severe' impact as referred to in the NPPF and as such the development should not be prevented on transport impact grounds.	Contrary to this statement. It is the opinion of the NPG and the Parish Council that the development will have severe impact on Venn Lane.
		27. Therefore, it is clear that the decision to include the land at Cotton Farms in Appendix B is not supported by any evidence or any credible or robust objective assessment of the factual matrix. Evidence is available to the Steering Group through the work that has been carried out by the District Council in connection with the Joint Local Plan. However, it is clear that this evidence has been ignored. 28. Finally, we note that in the "Planning Context" section of the draft plan (page 9), the summary of the statutory development plan omits important elements of the current adopted statutory development plan (such as the Rural Areas Site Allocations DPD). It is baffling (to say the least) that the Steering Group would prepare the plan having no regard to either the existing site allocations contained in the current statutory development plan or the emerging allocations contained in the emerging Joint Local Plan. 29. A Neighbourhood Plan that has been prepared on this basis cannot possibly be said to meet the Basic Conditions. **Policy E2** 30. Policy E2 contains a list of a significant number of sites which have been	Reference to the RA Site Allocations DPD added to the plan

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Clarke Wilmot on behalf of Millwood Homes	45	identified as "possible designated Local Green Spaces". There is no detail as to the intended effect of this policy. The practical effect of designation as "possible designated Local Green Spaces" is not explained in any way. Neither are the circumstances in which a "possible designated Local Green Spaces" will become an actual Local Green Space. 31. The policy refers to the OSSR Plan at Appendix D of the draft Neighbourhood Plan. However, this does not add anything to explain the meaning or intended effect of policy E2. 32. The NPPG states: **"How should the policies in a neighbourhood plan be drafted?** A policy in a neighbourhood plan should be clear and unambiguous. It should be drafted with sufficient clarity that a decision maker can apply it consistently and with confidence when determining planning applications. It should be concise, precise and supported by appropriate evidence. It should be distinct to reflect and respond to the unique characteristics and planning context of the specific neighbourhood area for which it has been prepared. Paragraph: 041 Reference ID: 41-041-20140306 Revision date: 06 03 2014" 33. Policy E2 is not clear or unambiguous. Therefore, it should be deleted. **Policy H3 Old Cricket Field** 34. Policy H3 shares a problem which is apparent in a number of the policies of the Neighbourhood Plan; it appears to have been prepared on an aspirational rather than evidential basis. Further, many of the aspirations do not appear to be linked to achieving the aim of planning positively for development. 35. For example, policy H3 requires all remaining land to be "given over" for "green space suitable for the recreational needs of all the residents of School Road" once 20 houses have been accommodated on the site. This quantum of open space is not necessary to make site H3 acceptable in planning terms. Therefore, it will not be possible to use s.106 to secure the delivery of such an unjustifiably large area of open space which is intended to meet a perceived pre-existing deficiency within the village. 36. As a result, there must be considerable doubt over the deliverability of the allocation at H3 in the form envisaged by the draft policy. **Policy H4 – Rectory Field, Policy RT2 Bird Walk and Policy RT3 Footpath, Rectory Land to School Road** 37. Policies H4, RT2 and RT3 require the delivery of infrastructure which is dependent on third party co-operation which cannot be secured by the Parish Council or by the developers of the two Neighbourhood Plan housing allocations. 38. Policy H4 for the development of Rectory Field is supplemented by the commentary on page 25 under the general heading "Action Plan". This wording states:	Local Green Space Policy revised Site H3 deleted from the Plan Rural Areas Site Allocations DPD to be added into Planning Context and the Basic Conditions Statement LGS Policy to be amended with further justification given to proposed sites and some sites deleted

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Clarke Wilmot on behalf of Millwood Homes	45	**"Policy H4 Rectory Field** *The site requires designation by SHDC and assessment as suitable for sustainable development. For development to take place the owners of Farwell House will have to agree to its boundary being moved back to provide a public right of way to the field, and that will require a financial settlement between the Diocese of Exeter, which owns the field, a developer and the owners of Farwell House.* *Any development will have to make provision for pedestrian access to School Road through the existing development opposite the school, where access has been allowed for. Development is also conditional on improvements being carried out to the Bird Walk, to include widening along parts of its length, tree surgery, refencing and resurfacing. That will require joint agreement between the owners of Farwell House, the Diocese, SHDC, Devon Highways, the developer and the Parish Council (which should seek part of the funding and possibly make a direct contribution to the cost of the project). Again, some S106 funding would be involved."* 39. It is, therefore, clear that the allocation is conditional on various matters which are wholly reliant on third party co-operation. For example, according to the text, the development will not be deliverable unless the owners of Farwell House agree to change the boundary of their existing land holding. This seems highly unlikely. 40. There is no incentive on the multiple third party landowners to co-operate in order to deliver the items on which the allocation is conditional. There is, therefore, no certainty that this allocation will be viable or deliverable. 41. Policy RT2 relating to Bird Walk appears to be undeliverable given the parties involved and the lack of clarity of certainty regarding the ownership or status of the way. 42. Policy RT3 is linked to Policy H4. If RT3 is not deliverable, the housing allocation at H4 will also not be deliverable. The proposed route RT3 is relatively unclear. However, it appears to be inconsistent with the layout of a development which is currently under construction. In addition, as noted above, the proposals contained at RT3 require the co-operation of multiple third parties. Therefore, the policy is unlikely to be viable or deliverable. 43. The above policies, therefore, fail the requirements of the Basic Conditions as they are not "appropriate" having regard to national guidance and policy. **Other Policies Dependant on Third Party Co-operation: Policies RT4 Car Park between Old Road and Mill Lane, RT5 Traffic Calming Venn Lane, RT6 Verge Footpath to Swannaton and RT7 Street Lighting Church Road** 44. RT4 requires the construction of a car park on land not owned or controlled by the Parish Council and, in respect of which, no development is proposed. Policies RT5, RT6 and RT7 are dependent on the actions of the County Council as highway authority. Therefore, there is no certainty of the delivery of these projects. 45. Further, a Neighbourhood Plan is a development plan document. The policies it contains must be related to planned development. The key aim which underpins a Neighbourhood Plan is the need to plan positively for the achievement of sustainable development. The aspirations listed in the Roads, Paths and Transport policies fall outside the scope of a development plan document.	Policy E2 to be updated Further justification and evidence supporting the provision of open space to be added Further justification and evidence supporting the delivery of H4, RT2 and 3 to be added Further elaboration on the delivery of RT5, RT6 and RT7 has been added.

Name	No	Comments, suggestions, questions	Comment or changes made to the Submission Draft of the NDP
Clarke Wilmot on behalf of Millwood Homes	45	46. Accordingly, the policies are not appropriate having regard to guidance and should be deleted. **Community Projects and Non Planning Policies: CP1 Virtual Pavement, Ravensbourne Lane to Post Office, CP2 Virtual Pavement on New Road, CP4 Improvements to Southwest Coast Path, Policy CP5 Website** 47. As noted above, it is not appropriate to include policies which are not related to planned development in a Neighbourhood Plan. Nonetheless, as stated on page 25 of the draft Neighbourhood Plan: "The Neighbourhood Plan contains a range of planning policies, **and in addition various community projects that are not directly linked to planning.**"(our emphasis). This demonstrates a fundamental misunderstanding of the purpose, function and status of the Neighbourhood Plan or the planning context into which the Neighbourhood Plan is intended to fit. 48. The Community Project policies are not appropriate having regard to guidance and should be deleted. **Conclusion** 49. It is clear that the draft Neighbourhood Plan fails to meet the Basic Conditions. The above policies are not compliant with the applicable guidance. In particular, the policies are not supported by an appropriate or proportionate evidence base and are unlikely to be viable or deliverable. In addition: 49.1 the Neighbourhood Plan has been drafted without proper regard to the provisions of the current or emerging strategic policies of the statutory development plan; 49.2 the housing allocations are not based on a full objective assessment of housing need; 49.3 there is significant doubt over the viability or deliverability of the housing allocations given the conditional nature of the allocations and the requirement for the co-operation of multiple third parties; 49.4 A significant number of the other proposed policies are reliant on third parties carrying out various actions. There is little likelihood of these actions being carried out; and 49.5 A significant number of the proposed policies do not relate to planned development or are not planning related. 50. Given the number of policies which have fundamental flaws, there would be little to be gained by allowing the draft Neighbourhood Plan, in its current form, to proceed to examination.	Community Projects clarified in the revised NDP as aspirational projects and not Planning Policies. The NDP disagree with the interpretation of the purpose of the NP NDP to be updated and it is the opinion of the NPG that it does meet the requirements of the basic conditions Community Projects to be represented as Aspirational Projects there are many precedents of adopted Neighbourhood Plans where this approach has been approved through Examination Site H3 deleted and references to Est Dart sites revised in the Plan. There are ongoing discussions between the Parish Council, Dartmouth TC, SHDC and developer as part of the JLP process.

Looking north towards the Mewstone

The bowling green

The Post Office

Riversbridge - a listed building

St Peter's Church

Blackpool Sands

The village from the road

Christmas Trees Festival

Start Bay, looking south from the village

Neighbourhood Plan 2018-2034
Consultation Statement

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