

Report to Lympstone Parish Council 2nd September 2013

Neighbourhood Plan

Introduction

The Consultation ran for six weeks, in line with the Neighbourhood Planning Regulations 2012 Section 14. Response forms were available on the village website, with hard copies available at the Exhibition and on request. Respondents were asked to indicate whether they agreed or disagreed with specific Policies, and to suggest alternative wording. They were also asked their opinion about anything missing from the Plan, and their overall impression of the document. In the event not all feedback was made on the form, and not all respondents were as specific as requested. Nonetheless all the written feedback received during the consultation period has been carefully studied and considered.

A total of 127 responses were received:

- 110 from private individuals
- 17 from agents, organisations, groups and representative bodies.

The members of the Working Party are delighted with the level and overall quality of responses. They indicate an assertive community, in touch with its values, that wishes to embrace controlled development whilst preserving the character and traditions of the Parish.

The Working Party is concerned about the absence of responses from some bodies, in particular Exmouth Town Council, the National Trust, CTCRM, Harefield Estate, The Church, Farming interests.

All responses are summarised in these two documents along with the comments of the WP and appropriate action taken. The summaries of each response are brief, in order to produce a manageable document that can be used to identify the key themes. Full copies of all responses are available and will be made available on line.

Summary of the main themes arising from consultation.

- 1. The Exe Estuary Trail (EET).** There were 49 objections to CAP 8. For many this was the only issue of concern in the entire Plan. We were impressed by the weight of argument and the striking personal anecdotes about the dangers of the EET, for both pedestrians and cyclists. A number of the objections were from cyclists themselves, and the objectors included the author of the Draft Plan! The overwhelming view was that the EET should be re-routed, away from the village roads, along the railway line. ALRUG object to this since this land could be key for future enhanced rail service, although Network Rail has no current plans for this. A technical solution can be found.
- 2. Goodmores Farm development.** Thirty seven responses were related to this issue. Most (but not all) from residents on the Hulham Road side of the A376 who will be most directly affected by the development. Many of these respondents supported the plan in principle but disagreed with a number of the Objectives because of this issue. There was widespread opposition to the proposed development, and anger at the way in which the Parish Council and EDDC have handled the matter. A new section of the Plan has been drafted to reflect these views along

with some very positive contributions to new ideas re footpaths, bridle ways and road improvements

3. Concerns that the Plan will not have any teeth

Delivery and Monitoring has been reviewed and improved.

4. Failure to consult with local Landowners/long established residents

The Lympstone Landowners and Employers Association responded that they had not been consulted and 6 individual responses also made this comment. This is refuted by the WP and we would refer to the Consultation Statement (Appendix I) which has been updated since the Consultation Exercise.

5. Concerns about traffic speed in the centre of the village

Nine respondents suggested a 20mph limit. The DCC response suggested there was no justification for 20mph.

The Working Party have reviewed CAP 6 and feel that it adequately reflects opinion and does not rule out a 20mph limit in the future if circumstances or DCC attitude changes.

6. Improvements to the train station/train service

Despite the response from ALRUG there is no evidence of widespread community support for a 15 minute train service from the feedback. This is still part of the DCC Transport Policy. No Change.

7. Comments about the layout of the Plan/detailed comments about the text

Many respondents (both individuals and organisations) were highly complementary about the professionalism of the Plan – particularly Planning Aid and EDDC. Six respondents raised concerns about the length and difficulty of accessing essential information in the plan, and these included a number of comments about the maps.

I would remind you that this was only a draft plan and the final version will be proof read by two independent reviewers and the Plain English Group at EDDC.

8. EDDC & DCC Input

Input was received from EDDC and DCC. The EDDC input was accepted in almost its entirety. There were concerns over some of the DCC input as we felt there was a lack of understanding of what DCC understood was the function of a Neighbourhood Plan.

Forthcoming actions

1. Proposed special meeting of the PC on 9th September

- a. Take any questions on the feedback
- b. Page by page read through the plan to identify changes to the PC + questions
- c. Delivery and Monitoring Statement and Consultation Statement
- d. Agreement to The Plan

2. 20th & 21st September – Exhibition in VH on the signed off plan

3. 1st October Present to EDDC

4. Examination ?

5. Final print run?

6. Referendum ?