

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response

This report provides responses from South Hams District Council (SHDC) and Frogmore and Sherford Parish Council (PC) to the Initial Comments with reference to the Examiner’s numbered paragraphs.

Para 3 (Regulation 16 Comments). I would firstly like to offer the Parish Council an opportunity to comment on the representations that were submitted to the plan as part of the Regulation 16 consultation.

PC response:

Frogmore and Sherford Parish Council concurs with the following consultation responses:

South Hams District Council (SHDC) Comments October 2021	Frogmore and Sherford Neighbourhood Plan Steering Group
Overall, the Council is satisfied that the Regulation 15 draft neighbourhood plan has largely taken adequate account of comments made at Regulation 14 and that the consequent rewording of the document has resulted in a stronger plan. There remain, however, areas of concern that are detailed below.	Noted
Policy FSNP 1: The Landscape Typographical error introductory sentence in line 1.	POLICY FSNP 1: The Landscape. The introductory sentence is corrected to read: <i>‘Development shall not harm but maintain and enhance the beauty of the landscape and biodiversity by:’</i>
Policy FSNP 2: Frogmore Creek No comment.	Noted
Policy FSNP 3: Heritage and Conservation No comment.	Noted
Policy FSNP 4: Tranquility and Dark Skies No comment.	Noted
<p>POLICY FSNP 5: SETTLEMENT BOUNDARY</p> <p>1. Development will be permitted inside Frogmore village’s settlement boundary shown in the plan, provided it is in scale and character with the site and surroundings and will cause no significant adverse impacts on the natural or historic environment, amenity, traffic, parking or safety.</p> <p>2. Elsewhere in the parish, development will be strictly controlled and only permitted where it can be delivered sustainably and requires a countryside location or will meet a proven local need which cannot be met within the settlement boundary.</p> <p>Para 4.4 Paragraph 4.4 states that the ‘boundary amendments to include the new affordable housing at Creek Close’ have been included on Map No.4. However, Map No 4</p>	<p>No Comments – Noted</p> <p>No Comments – Noted</p> <p>The Creek Close development of 9 affordable rented homes and 2 private dwellings was promoted in 2014/15 by</p>

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response

<p>proposals are located within a settlement boundary then the principle of development (including open-market housing) is established – so there would be little chance of the affordable housing, at the least at the quantum required by JLP Policy TTV27, coming forward. Furthermore, the textual requirement that sites should be “located outside the AONB’ is not consistent with JLP policy or national guidance. The bulk of the village and surrounds are within the AONB as is the recent affordable housing development at Creek Close. Such a restriction would reduce if not negate opportunities for bringing forward rural exception sites.</p>	
<p>Policy FSNP 9: Private Housing Development No comment</p>	<p>Noted</p>
<p>POLICY FSNP 10: SUSTAINABLE BUSINESS GROWTH Paragraph (point)1: The wording highlighted in red appears to conflicts with JLP Policy DEV 15 by excluding development that could potentially be located in rural locations. Paragraph (point) 2. Appears to suggest “such development” may be acceptable in rural locations. The Policy requires rewording to avoid conflict with JLP Policy DEV 15 and for clarity</p>	<p>Noted. POLICY FSNP 10: redrafted, <i>in italics</i>, accordingly: <i>1. New business premises, visitor and tourist accommodation and associated facilities will be acceptable in principle if it involves:</i> <i>a. Improvement of an existing business and / or,</i> <i>b. The reuse of traditional agricultural or other buildings.</i> 2. In each case the development must be capable of being delivered sustainably, in scale and character with the site and its surroundings and cause no significant adverse impacts on the natural or historic environment, amenity, traffic, parking or safety of the area.</p>
<p>Policy FSNP 11: Existing Business No comment</p>	<p>Noted</p>
<p>Policy FSNP 12: Telecommunications No comment</p>	<p>Noted</p>
<p>Policy FSNP 13: Local Transport, Footpaths and Bridlepaths No comment</p>	<p>Noted</p>
<p>Policy FSNP 14: Community Facilities and Infrastructure No comment</p>	<p>Noted</p>
<p>POLICY FSNP 15: LOCAL GREEN SPACE. Opening sentence amend to read..... “The following areas are designated as Local Green Space in the plan:....” etc</p>	<p>Noted. Policy statement opening sentence revised: POLICY FSNP 15: Local Green Spaces The following areas are designated as Local Green Space in the plan.</p>

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response

Statutory Consultee Responses

All noted by the PC.

The Coal Authority-Planning Sent: 13 August 2021 15:54 To: SW-Neighbourhood Planning
Subject: RE: [External] Frogmore and Sherford Neighbourhood Plan: Regulation 16 Consultation
Dear Neighbourhood Planning team

Thank you for your email below regarding the Frogmore and Sherford Neighbourhood Plan: Regulation 16 Consultation. The Coal Authority is only a statutory consultee for coalfield Local Authorities. As South Hams District and West Devon Borough Councils are outside the coalfield, there is no requirement for you to consult us and / or notify us of any emerging neighbourhood plans. This email can be used as evidence for the legal and procedural consultation requirements at examination, if necessary. Kind regards and take care. Deb Roberts

Flood Risk Management

From Tom Aldridge Flood and Coastal Risk Management Devon County Council. 14 September 2021 14:37 To: SW-Neighbourhood Planning Cc: Duncan Smith Subject: RE: Frogmore and Sherford Neighbourhood Plan: Regulation 16 Consultation

Dear Frogmore and Sherford PC, The LLFA agree with the draft vision statement looking “...to protect and celebrate the rich landscapes and waterscapes within our parish”. The Neighbourhood Plan may wish to consider using local knowledge and existing flood mapping from the Environment Agency, on Devon County Council’s Environment Viewer and Devon County Council’s Sustainable Drainage Guidance to enhance the plan and to help ensure developers are informed of at risk areas leading to stronger mitigation locally. We welcome the recognition of the creek’s value to the community. The Neighbourhood Plan may wish to show support for and refer to Devon County Council’s culverting policy to highlight to developers and landowners that the creek should remain open wherever possible for both flood defence and environmental purposes. DCC Culverting Policy <https://www.devon.gov.uk/floodriskmanagement/land-drainageconsent/culvert-policy/> DCC Sustainable Drainage guidance <https://www.devon.gov.uk/floodriskmanagement/planningand-development/suds-guidance/> Environment Viewer <https://www.devon.gov.uk/environment/environmental-maps> Many Thanks,

Highways England

From: Garnier, Chrystèle Sent: 11 August 2021 14:29 To: SW-Neighbourhood Planning Cc: Parish, Sally Subject: RE: Frogmore and Sherford Neighbourhood Plan:

Regulation 16 Consultation - **Highways England**'s comments Dear Frogmore and Sherford Neighbourhood Plan Steering Group,

Thank you for providing Highways England with the opportunity to comment on the submission draft of the Frogmore and Sherford Neighbourhood Plan. We are responsible for operating, maintaining and improving the strategic road network (SRN) which in this case comprises the A38 which passes some distance to the west of the Plan area. We previously provided comments on the pre-submission draft in February 2020. Following a review of the submission draft we remain satisfied that the proposed policies within the Plan are unlikely to result in development which will adversely impact the SRN and we therefore have no specific comments to make. These comments do not however prejudice any future responses Highways England may make on site specific applications as they come forward through the planning process, and which will be considered by us on their merits under the prevailing policy at the time. Regards, Chrystèle Garnier-Kusiak Administrator - Performance Assurance & Business Services Team Highways England | Brunel House | 930 Hempton Court, Aztec West | Bristol | BS3.

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response

Historic England | South West

From: Stuart, David Sent: 24 September 2021 15:55 To: Duncan Smith; SW-Neighbourhood Planning Subject: Frogmore and Sherford Neighbourhood Plan: Regulation 16 Consultation Dear Duncan Thank you for your Regulation 16 consultation on the Submitted version of the Frogmore and Sherford Neighbourhood Plan. I can confirm that there are no issues associated with the Plan upon which we wish to comment. Kind regards David Stuart | Historic Places Adviser

Parishioner Responses

<p>Mr Robert Peters Map No. 8: Composite Proposals Map, Sherford.</p> <p>Regarding local open green spaces marked in green. Clearly some mistakes have been made, starting from Homefield, their tarmac drive, concrete pad and concrete road leading to the wood are coloured green.</p> <p>Then there is, Giles Wood, this wood was planted and is owned by me. The only access to the wood is over private land. Therefore, I submit the area in green, on the Sherford map, is NOT a local open green space.</p>	<p>FSNP Response To Robert Peters 08.2021</p> <p>To allay your concerns, Local Green Spaces are scheduled on Pages 30 and 31. Map No. 6: 'Sherford's Green Spaces' only cites St Martin's war memorial which is listed no. 3 in Policy FSNP 15. Such areas are numbered and shaded dark green. The various pale green areas are not included and not referred to in the policy.</p> <p>Confirmatory email from Robert Peters 19.08.21</p> <p>Thanks for the reply, I'm now armed with an answer, should other villagers misinterpret the plan. One wonders about the significance of the light green coloured areas.</p> <p>Further FSNP clarification 19.08.21</p> <p>To Robert Peters</p> <p>We are asked to use Ordnance Survey base maps for the Neighbourhood Plan. They shade woodland areas in pale green, water in blue etc. We have used stronger colours to define 'policy' areas.</p>
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Frogmore and Sherford Parish Council is content with the constructive advice received at Regulation 16 and agree to the amendments recorded above.

Para 5 (Strategic Policies). Can South Hams District Council confirm which of the Joint Local Plan policies, are for the purpose of the basic condition, the strategic policies that the neighbourhood plan has to be in general conformity with?

SHDC response:

The Borough Council have not formally published a list of JLP policies that are considered strategic. The reason for this is that, in dealing with a particular Neighbourhood Plan shortly after adoption of

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response

the JLP, the interpretation as to whether a specific policy was strategic or not required a nuanced decision.

The Borough Council is content, however, that the Frogmore and Sherford Neighbourhood Plan is in general conformity with the Joint Local Plan.

Para 6 (Frogmore Creek). Does the District Council have planning jurisdiction over development that takes place between high and low tide, within the creek such as moorings and pontoons or the installation of slipways? Does the foreshore come under the jurisdiction of the Marine Management Organisation? I note the reference to the Harbour Estuary and Nature Reserve byelaws, but these are not planning powers.

SHDC response:

The Local Planning Authority control development to the low watermark. We are not aware of any Local Acts that extend or reduce that jurisdiction. As such policy control over development so located can legitimately form part of a local or Neighbourhood Plan's policy content. The MMO have sent me the following links that include definitions and exemptions regarding pontoons and moorings:-

<https://www.gov.uk/guidance/marine-licensing-definitions#jurisdiction>

<https://www.gov.uk/government/publications/marine-licensing-exempted-activities/marine-licensing-exempted-activities--2>

Para 7 (Policy FSNP 3: Heritage and Conservation). Are the undesignated heritage assets already identified on a local list or is the intention that the neighbourhood plan will be the instrument that designates them as such? If that is the case, I will need to see evidence of their historical "significance".

PC response:

The neighbourhood plan will be the instrument that designates undesignated heritage assets. Non-designated heritage assets and their significance are as follows:

Frogmore's historic road bridge at the head of the Creek

The Kingsbridge and Dartmouth Turnpike Trust, created in 1824, took responsibility for making and maintaining the local network of roads to help connectivity and trade, particularly in wool. Acts were passed in 1824, 1828 and 1834 all citing Frogmore bridge as part of the turnpike network. An 1840 report to the Secretary of State notes 14 toll gates on the 14 mile 3 furlongs Kingsbridge to Dartmouth turnpike, one being at Frogmore. The stone-built Frogmore bridge at the head of Frogmore creek has changed little in 200 years. Although it still provides a main access to South Pool, Prawle and Portlemouth, the Kingsbridge to Dartmouth route (A379) was realigned to bypass the bridge during WWII in order to better accommodate heavy military traffic. Frogmore bridge remains a valued Frogmore and Sherford heritage asset.

Frogmore Creek boat mooring – public pontoon.

The settlement of Frogmore owes much to its Kingsbridge / Salcombe estuary location, which facilitated the transportation of coal, limestone and other materials from the late 18th century, prior to the building of the turnpike road network. Since the early 20th century Frogmore Creek has been valued by residents and visitors for recreational boating and fishing. The public pontoon has been in place since 2010, accessed via a permissive public path. It is well used and makes a positive contribution to the parish's tourism economy. Recent in construction and maintained by the SHDC's Salcombe Harbour Board, the pontoon is part of Frogmore's modern heritage.

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response

The Globe Inn, Frogmore

The property, formerly 'Kings Tenement' was occupied by John Trant from 1826. It became an unlicensed beer house renamed 'The Globe' in 1833. In 1857, licensed victualler, Caroline Trant, John's daughter ran the Public House.

In 1853 the turnpike road from Dartmouth to Kingsbridge opened and trade increased. There had been another pub, The Bridge Inn, in Frogmore but that one closed around 1875.

The Globe Inn ownership changed six times during the period to 1930. It then remained in the ownership of publican, Albert Wakeham until 1967. An adjoining former Kings Tenement cottage was added to the Inn in 1947. Between 1967 and 2000 ownership of The Globe changed hands 8 times. It has since remained in the ownership of publicans, John and Lynda Horsley who have expanded the hospitality facilities and overnight rooms.

Reports of people seeing a friendly male ghost have not been substantiated since refurbishments were carried out in 2006/7. The Globe Inn is a valued part of Frogmore's heritage.

Frogmore's 19th century former bakery premises

The former bakery building now comprises a village shop, trading as 'Swell', together with a first floor flat, a ground floor flat replacing the bakery kitchen and a separate flat to the rear. The building dates from the 19th Century. Mrs Mary Ann Jarvis was Frogmore's first recorded baker and sub-postmistress. Kelly's Directory of Devon 1889, records regular 7.35 a.m. mail cart deliveries from Kingsbridge and mail collections at 5.40 p.m. The Post Office counter was finally closed following Post Office operational changes in 2018. A stone wall plaque commemorates the bakery ovens, '*W.H Coles, Oven Builder, Mutley, Plymouth, 1892*' The bakery flourished throughout the 20th century but despite a following for its artisan products, it closed in 2019. Still referred to locally as 'Frogmore Bakery', the building is an important part of Frogmore village's heritage.

Keynedon Mill, Sherford

There has probably been a mill on the site of the present Keynedon Mill since Domesday times. Originally owned by the Lord of the Manor at Sherford, an abstract dated 1680 references the mill, then called Sherford Mill, being leased to the Halse family, one of Devon's richest families with a residence at the nearby Grade II listed Tudor period, Keynedon Barton Manor. Under the Defence Regulations Act of 1939, buildings in Sherford were evacuated by 20th December, 1943 to accommodate US forces in preparations for the successful invasion of German occupied France. Flour milling then ceased and the leat which fed the undershot mill wheel was damaged. Now extensively renovated as private residence, evidence of the wheel pit remains a mill wheel has been laid into the ground floor, the grain housing also remains. Keynedon Mill is an important parish heritage asset.

Homefield Farm courtyard barns, Sherford

The Homefield barns present a fine example of an open sided quadrangle of two and three storey height stone and slate built agricultural storage and stabling buildings. The buildings are thought to date from the late 1700s. The site was formerly part of the Sherford Manor and the owners plan a sensitive conversion to residential use. The barns and courtyard are an important parish heritage asset.

The war memorial, Sherford

The stone-built parish war memorial is located near St Martin's Church's southern lychgate. Parishioners who fell in WWI and WWII are honoured with inscription on the memorial. The Armistice is celebrated at the war memorial each Remembrance Sunday.

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response

Para 8 (Policy FSNP 3: Heritage and Conservation). Is it the expectation of the Parish Council that designated and non-designated heritage assets should be accorded the same weight in decision making, as that would not be in accordance with the approach set out in the NPPF?

PC response:

The Parish Council recognises that the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 do not apply to non-designated heritage assets. Flexibility can be afforded in decision making consistent with the retention and preservation of such assets.

Para 9 (Policy FSNP 3: Heritage and Conservation). Can the 19th Century former bakery premises be shown on a map, as I was not able to identify it on my site visit?

PC response:

The bakery premises are located opposite Frogmore Bridge on the north side of the A379. The building now accommodates the village shop 'Swell', which sells hot and cold food, coffee, tea, soft and alcoholic drinks, a range of groceries and ready-to-cook meals, plus home furnishings. There are also three flats and garaging within the building. The building can be identified on the NP Frogmore village map.

Para 10 (Policy FSNP 4: Tranquillity and Dark skies). Can the Parish Council provide me with a link to the document, Institute of Lighting Engineers Intrinsically Dark Landscapes Category C, Zone E1?

PC response:

The neighbourhood plan tranquillity and dark skies policy seeks to ensure that lighting is kept to a safe minimum, controlled, efficiently deployed and does not waste energy by shining upwards where it is not needed. It is informed thus by The Institution of Lighting Professionals (ILP) 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011':

ENVIRONMENTAL ZONE.

It is recommended that Local Planning Authorities specify the following environmental zones for exterior lighting control within their Development Plans.

Table 1 – Environmental Zones Zone Surrounding Lighting Environment Examples

E0 Protected Dark UNESCO Starlight Reserves, IDA Dark Sky Parks

E1 Natural Intrinsically dark National Parks, Areas of Outstanding Natural Beauty etc

E2 Rural Low district brightness Village or relatively dark outer suburban locations

E3 Suburban Medium district brightness small town centres or suburban locations

E4 Urban High district brightness Town/city centres with high levels of night-time activity Guidance Notes for the Reduction of Obtrusive Light GN01:2011 5 Where an area to be lit lies on the boundary of two zones the obtrusive light limitation values used should be those applicable to the most rigorous zone. NB: Zone E0 must always be surrounded by an E1 Zone.

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response

Further IPL guidance note details are found at Appendix A.

Para 11 (Policy FSNP 6: Design and Construction). Can the District Council set out how it treats issues regarding disturbance during the construction stage of new development? Would they be subject to planning conditions or are the issues dealt with under other legislation, such as the Control of Pollution Act?

SHDC response:

The District Council would seek to control, in appropriate circumstances, activities during construction by way of a Construction Management Plan (CMP). The Council do not use such an approach in respect of all development but would make this a requirement if it was considered that potential problems could arise if unrestricted. Environmental/pollution legislation can come into play if problems do arise but the Council do not seek to replicate those controls in a planning context.

Para 12 (Policy FSNP 9: Private Housing Development). Would the Parish Council wish to express a view as to what it considers to be the maximum size of a development which would still be considered “small scale”?

PC Response:

The National Planning Policy Framework (NPPF) Annex 2: Glossary, published by the Ministry of Housing, Communities & Local Government (MHCLG) in 2012, defines a major development as: ‘For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more.’

In summary our Regulation 14 consultation survey concluded that 21% of community respondents said ‘no new homes were needed in the parish’. 19% said ‘build single homes only’. 31% considered ‘developments should typically be 1-3 homes’. 21% thought ‘4 to 9 homes’ and 8% considered that there was scope for larger schemes. It is acknowledged that for Rural Exception affordable housing schemes developments of up to 10 dwellings may be necessary to achieve viability. This is the case at Creek Close, Frogmore, a successful affordable housing development promoted by the Parish Council.

For private housing development the Parish Council is guided by the neighbourhood plan consultation returns. 70% of respondents wish to see developments of no more than 3 dwellings. This number is thus generally regarded as the maximum size of small-scale private housing development.

Para 13 (Policy FSNP 13: Local Transport, Footpaths and Bridle Paths). Can the Parish Council clarify whether the proposed links with adjacent villages and their services, relates to area beyond the plan boundary?

PC Response:

The policy applies within the neighbourhood plan boundary. The Parish Council will generally support initiatives to improve links with adjacent settlements. Such a proposal is in the early planning stage with neighbouring East Charleton. This is not, however, a deliverable neighbourhood plan policy without reciprocal commitments. Neighbouring communities have yet to embark on neighbourhood plan preparations.

APPENDIX

Guidance Notes for the Reduction of Obtrusive Light GN01:2011



Dim or switch off lights when the task is finished. Generally a lower level of lighting will suffice to enhance the night time scene than that required for safety and security.

“Good Design equals Good Lighting”

Any lighting scheme will consist of three basic elements: a light source, a luminaire and a method of installation.

Light sources (Lamps)

Remember that the light source output in LUMENS is not the same as the wattage and that it is the former that is important in combating the problems of obtrusive light.

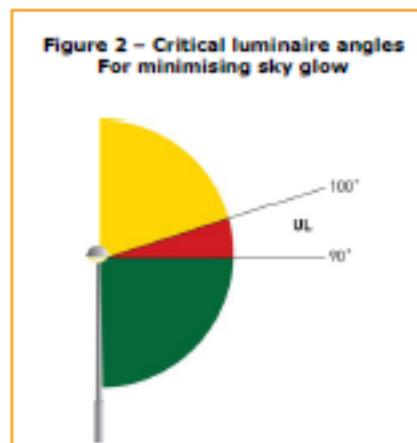
Most nighttime visual tasks are only dependant on light radiated within the visual spectrum. It is therefore NOT necessary for light sources to emit either ultra-violet or infra-red radiation unless specifically designed to do so. It is also understood that light from the shorter wavelengths of the spectrum has important effects on both flora and fauna that should be considered.

Research indicates that light from the blue end of the spectrum has important non-visual effects on the health of the human body, in particular in our sleep/wake patterns. It is therefore important to appreciate that while in obtrusive light terms the use of blue light should be minimised, there are many night-time tasks such as driving and sports where to be fully awake is an important aid to safety.

Luminaires

Care should always be taken when selecting luminaires to ensure that appropriate products are chosen and that their location will reduce spill light and glare to a minimum.

Use specifically designed lighting equipment that minimises the upward spread of light near to and above the horizontal. The most sensitive/critical zones for minimising sky glow are those between 90° and 100° as shown in Figure 2 and referred to as the lower, upward light output zone (UL).



Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response



Guidance Notes for the Reduction of Obtrusive Light GN01:2011

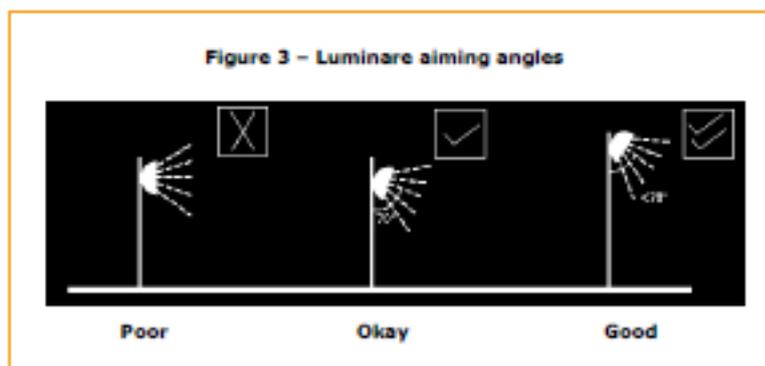
For most sports and area lighting installations the use of luminaires with double-asymmetric beams designed so that the front glazing is kept at or near parallel to the surface being lit should, if correctly aimed, ensure minimum obtrusive light.

Appendices 1 and 2 to these notes give more details of how to choose and if necessary modify luminaires.

Installation

In most cases it will be beneficial to use as high a mounting height as possible, giving due regard to the daytime appearance of the installation. The requirements to control glare for the safety of road users are given in Table 3.

Keep glare to a minimum by ensuring that the main beam angle of all lights directed towards any potential observer is not more than 70°. Higher mounting heights allow lower main beam angles, which can assist in reducing glare. In areas with low ambient lighting levels, glare can be very obtrusive and extra care should be taken when positioning and aiming lighting equipment. With regard to domestic security lighting the ILP produces an information leaflet GN02:2009 that is freely available from its website.



When lighting vertical structures such as advertising signs, direct light downwards wherever possible. If there is no alternative to up-lighting, as with much decorative lighting of buildings, then the use of shields, baffles and louvres will help reduce spill light around and over the structure to a minimum.

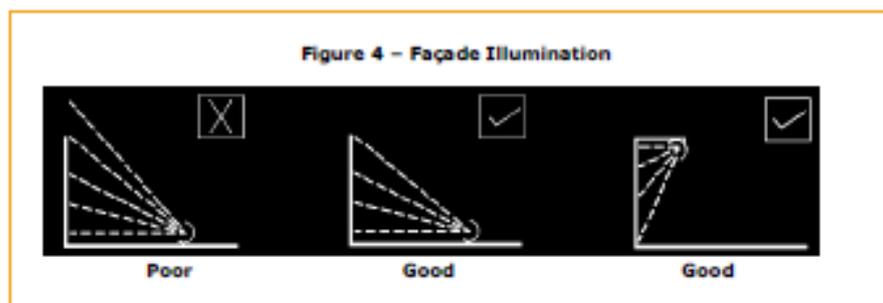
For road and amenity lighting installations, (see also design standards listed on Page 5) light near to and above the horizontal should normally be minimised to reduce glare and sky glow (Note ULR's in Table 2). In rural areas the use of full horizontal cut off luminaires installed at 0° uplift will, in addition to reducing sky glow, also help to minimise visual intrusion within the open landscape. However in some urban locations, luminaires fitted with a more decorative bowl and good optical control of light should be acceptable and may be more appropriate.

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response

Guidance Notes for the Reduction of Obtrusive Light GN01:2011



Since 2006 "Artificial Light" has been added to the list of possible Statutory Nuisances in England, Wales and Scotland. The monitoring of such nuisances will be the responsibility of Environmental Health Officers (EHOs) for which separate guidance is being produced.

With regard to the planning aspect, many Local Planning Authorities (LPAs) have already produced, or are producing, policies that within the planning system will become part of their local development framework. For new developments there is an opportunity for LPAs to impose planning conditions related to external lighting, including curfew hours.

The Scottish Executive has published a design methodology document (March 2007) entitled "[Controlling Light Pollution and Reducing Energy Consumption](#)" to further assist in mitigating obtrusive light elements at the design stage.

ENVIRONMENTAL ZONES

It is recommended that Local Planning Authorities specify the following environmental zones for exterior lighting control within their Development Plans.

Zone	Surrounding	Lighting Environment	Examples
E0	Protected	Dark	UNESCO Starlight Reserves, IDA Dark Sky Parks
E1	Natural	Intrinsically dark	National Parks, Areas of Outstanding Natural Beauty etc
E2	Rural	Low district brightness	Village or relatively dark outer suburban locations
E3	Suburban	Medium district brightness	Small town centres or suburban locations
E4	Urban	High district brightness	Town/city centres with high levels of night-time activity

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response



Guidance Notes for the Reduction of Obtrusive Light GN01:2011

Where an area to be lit lies on the boundary of two zones the obtrusive light limitation values used should be those applicable to the most rigorous zone.

NB: Zone E0 must always be surrounded by an E1 Zone.

DESIGN GUIDANCE

The following limitations may be supplemented or replaced by a LPA's own planning guidance for exterior lighting installations. As lighting design is not as simple as it may seem, you are advised to consult and/or work with a professional lighting designer before installing any exterior lighting.

Environmental Zone	Sky Glow ULR [Max %] ⁽¹⁾	Light Intrusion (into Windows) E _v [lux] ⁽²⁾		Luminaire Intensity I [candelas] ⁽³⁾		Building Luminescence Pre-curfew ⁽⁴⁾
		Pre-curfew	Post-curfew	Pre-curfew	Post-curfew	Average, L [cd/m ²]
E0	0	0	0	0	0	0
E1	0	2	0 (1*)	2,500	0	0
E2	2.5	5	1	7,500	500	5
E3	5.0	10	2	10,000	1,000	10
E4	15	25	5	25,000	2,500	25

ULR = **Upward Light Ratio of the Installation** is the maximum permitted percentage of luminaire flux that goes directly into the sky.

E_v = **Vertical Illuminance in Lux** - measured flat on the glazing at the centre of the window.

I = **Light Intensity in Candelas (cd)**

L = **Luminescence in Candelas per Square Metre (cd/m²)**

Curfew = **the time after which stricter requirements (for the control of obtrusive light) will apply**; often a condition of use of lighting applied by the local planning authority. If not otherwise stated - 23.00hrs is suggested.

***** = **Permitted only from** Public road lighting installations

(1) Upward Light Ratio – Some lighting schemes will require the deliberate and careful use of upward light, e.g. ground recessed luminaires, ground mounted floodlights, festive lighting, to which these limits cannot apply. However, care should always be taken to minimise any upward waste light by the proper application of suitably directional luminaires and light controlling attachments.

Frogmore and Sherford Neighbourhood Plan

Regulation 16, Independent Examiner Initial Comments 26th Nov. 2021

South Hams District Council and Frogmore and Sherford Parish Council Response

Guidance Notes for the Reduction of Obtrusive Light GN01:2011



- (2) Light Intrusion (into Windows)** – These values are suggested maxima and need to take account of existing light intrusion at the point of measurement. In the case of road lighting on public highways where building facades are adjacent to the lit highway, these levels may not be obtainable. In such cases where a specific complaint has been received, the Highway Authority should endeavour to reduce the light intrusion into the window down to the post curfew value by fitting a shield, replacing the luminaire, or by varying the lighting level.
- (3) Luminaire Intensity** – This applies to each luminaire in the potentially obtrusive direction, outside of the area being lit. The figures given are for general guidance only and for some sports lighting applications with limited mounting heights, may be difficult to achieve.
- (4) Building Luminance** – This should be limited to avoid over lighting, and related to the general district brightness. In this reference building luminance is applicable to buildings directly illuminated as a night-time feature as against the illumination of a building caused by spill light from adjacent luminaires or luminaires fixed to the building but used to light an adjacent area.

Road Classification ⁽¹⁾	Threshold Increment (TI)	Veiling Luminance (Lv)
No road lighting	15% based on adaptation luminance of 0.1cd/m ²	0.04
ME6/ ME5	15% based on adaptation luminance of 1cd/m ²	0.25
ME4/ ME3	15% based on adaptation luminance of 2cd/m	0.40
ME2 / ME1	15% based on adaptation luminance of 5cd/m ²	0.84

TI = **Threshold Increment** is a measure of the loss of visibility caused by the disability glare from the obtrusive light installation

Lv = **Veiling Luminance** is a measure of the adaptation luminance caused by the disability glare from the obtrusive light installation

(1) = **Road Classifications** as given in BS EN 13201 - 2: 2003 Road lighting Performance requirements. Limits apply where users of transport systems are subject to a reduction in the ability to see essential information. Values given are for relevant positions and for viewing directions in path of travel. For a more detailed description and methods for determining, calculating and measuring the above parameters see CIE Publication 150:2003.