

Highampton Neighbourhood Plan – Regulation 16 Consultation Responses

Name/Organisation	Comments
Highways England	<p>Thank you for providing Highways England with the opportunity to comment on the submission draft of the Highampton Neighbourhood Plan. Highways England is responsible for operating, maintaining and improving the strategic road network (SRN), which in this case comprises the A30 trunk road approximately 11km south of the Plan area. We previously provided comments on the pre-submission draft Plan in July 2019.</p> <p>We have reviewed the submission version draft and 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 appropriate policy at the time.</p>
Robert and Beverley Dare	<p>After studying The Neighbourhood Plan for Highampton. We are very concerned that you intend to allocate pastureland in Church Road EX21 5LS for the building of mixed housing.</p> <p>We would like to emphasise the ecological & biodiversity value of this land. It provides habitat for an abundance of wildlife, including major pollinators like bees & butterflies, small mammals, like dormice. Magnificent raptor birds of prey including an amazing range of different owls & also amphibians, like frogs & toads.</p> <p>Both construction and the building of houses would significantly harm wildlife in this area, that depends on the hedges, pasture grassland, trees, privacy, space & peace & quiet.</p>

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	<p>As members of Devon Wildlife Trust & passionate nature lovers, we strongly object to construction on this pastureland.</p> <p>We hope that you will protect this valuable habitat, or it will have an adverse effect on the environment that we all enjoy.</p> <p>As there are biodiversity strategies in place for the UK with the general objective to halt loss of biodiversity in line with Europe & UN Aichi targets, we are all required to take better account of biodiversity on our planet.</p> <p>We have never been given a questionnaire to express our wishes for our village surroundings, so we feel now is the time to speak out.</p> <p>We would like to be notified of the local planning authority's decision under regulation 19. Please keep us informed.</p>
Norman and Sarah Halstead	<p>We are recently in receipt of the Public Notice in relation to the above plan, and have had the opportunity to read the documentation on the Parish Council website.</p> <p>We believe that the proposal is extraordinarily ill-conceived for a number of reasons, the most practical of which are outlined below.</p> <p><u>Access</u></p> <p>The plan clearly outlines a development of 19 properties with a single access onto Church Road. According to ONS there is an average of 1.2 cars per household in the UK, and thus, on this basis, a further 23 cars will be brought onto Church Road. In practice since there is no travel choice other than private transport to this location, this is very likely to be a conservative estimate.</p> <p>Church Road is a single track road, and no passing places exist between the end of the road and the proposed entrance of the new development (other than private driveways of existing residents). This is <u>already</u> a significant issue. It is a road that is lightly used by normal traffic (except at school start and end</p>

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	<p>times since the school lies beyond the proposed new development), but is extensively used by heavy farm machinery.</p> <p>The additional properties and their associated vehicles will create absolute chaos.</p> <p><u>Traffic safety</u></p> <p>The road structure that needs to be negotiated in order to access Church Road is both restricted and dangerous. <u>Increased traffic will proportionately increase the probability of accidents.</u></p> <ul style="list-style-type: none"> • When approaching the junction on the A3072 from the Okehampton direction, there is a very sharp (90 degree?) bend which requires a right turn immediately on the apex of the corner. Visibility of on-coming traffic on the A3072 from the Holsworthy direction is negligible, and visibility of the Sheepwash Road which one is turning into is limited. • When approaching from the opposite direction on the A3072 (Holsworthy) things are easier as it is a left turn (therefore not requiring to cross the A road traffic) but very little can be seen on the Sheepwash Road. • In either case once a vehicle has turned into the Sheepwash Road, an immediate right turn is required into the single lane of Church Road. If the junction already has traffic , then the junction can easily get blocked which creates queueing stationary traffic on the A3072. • When leaving Church Road to access just about anywhere else in the country, the first junction is a left turn onto the Sheepwash Road. Again, although it is a left turn, visibility of on-coming traffic from Sheepwash is negligible.

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	<ul style="list-style-type: none"> Immediately thereafter it is necessary to join the A3072. A left turn is no real problem (except sometimes for parked vehicles), but a right turn across on-coming traffic towards Holsworthy is very dangerous since it's not possible to see the oncoming traffic over the brow of the hill immediately before the corner. <p>The proposed increase to the level of traffic at this junction is simply too dangerous to contemplate and will almost certainly cause road accidents in the future. This is unacceptable.</p> <p><u>Outlook</u></p> <p>We are fully aware that Planning Authorities are not interested in the effect of light and views from other properties. However, our property was constructed in such a way that it (naturally) makes the most of the views across Dartmoor that the position provides. This means that we have large picture windows (some floor to ceiling) overlooking the Moors, and also the living room is upstairs to maximize the benefit.</p> <p>Building houses immediately in front of our property and between ourselves and Dartmoor will mean that our picture windows will overlook those new properties. It also of course means that those properties will look straight into our property – and will in fact have an immediate view into our main first floor living area and the master bedroom.</p> <p><u>Village Life</u></p> <p>A project which delivers 19 properties (as described in the plan) will, based on numbers outlined on the Parish Council's web site, increase the population of the village by something approaching 20% which is grossly excessive.</p> <ul style="list-style-type: none"> An increase to the size of the village to this extent will alter the fundamental ambience and nature of the entire village.

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	<ul style="list-style-type: none"> • As pointed out (again from the Parish Council's own web site), the nature of the village is that there is really no substitute for use of a motor vehicle. Bus services are so limited that they are pointless. See the points made above concerning road safety. • Services in the village are very restricted. There is for instance no shop so newspapers, basic provisions, children's sweets etc. are not available – even within reasonable walking distance.
Environment Agency	<p>Thank you for consulting us on the Reg 16 version of the Highampton NDP.</p> <p>We advise that we consider that the plan is acceptable and has taken on board the comments we made at the Reg 14 consultation stage – see attached.</p> <p>At this stage our only additional comment would be that the plan could be strengthened by ensuring that there is reference in policies HNPH4, HNPE1, HNPE2 and HNPEN1 to the need to ensure that natural watercourses are protected from pollution.</p>
Michael and Annette Nokes	<p>We would like to express our concerns regarding the above neighbourhood plan, because of the following points:</p> <p>The land which is proposed for development is currently farmed under a low input system which provides a perfect habitat for wildlife as it produces an abundance of food</p> <p>Barn owls, tawny owls and buzzards are regularly seen and heard over this area and have are known to have nesting sites very nearby.</p> <p>Small mammals are also regularly seen including hedgehogs frogs and toads</p> <p>The access is also another major cause for concern as this development will increase the traffic leaving the A3072 on a tight corner with poor visibility. The</p>

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	<p>entrance to Church Road is within yards of this junction, which is a busy junction again with poor visibility.</p> <p>We hope you will take our points into consideration</p>
Heritage Specialist, West Devon Borough Council	<p>I have read the draft Highampton NP and visited to look at the proposed development site. I can offer comment as follows:-</p> <p>General points:</p> <ol style="list-style-type: none"> 1. The parish may not have many designated heritage assets but it is important that non-designated heritage assets are well represented. I appreciate that some are mentioned and identified (Heritage Plan A) but only in the development boundary. I would encourage a wider net across the parish, based on the guidance set out in the JLP Supplementary Planning Document (p101) - https://www.plymouth.gov.uk/sites/default/files/JLPSPD2019Reduced.pdf 2. The History section references old paths and such features can be viewed as non-designated heritage assets. Historic field patterns and enclosures can also be usefully identified as of value, even if only in a generic way. 3. The wording of HNPHE1 could echo that of the NPPF and JLP more closely by stating 'harm' rather than 'damage'. 4. I suggest HNPHE1 and 4 could be strengthened to emphasise what contributes to positive local character. <p>Identified Development Site:</p> <ul style="list-style-type: none"> - The proposed development site HS1 on Church Road does not present any likelihood of harm to the setting of heritage assets. It is a location that has potential to connect the slightly dislocated development pattern that exists at present. - Development of the later 20th century and some more recent additions have had a more suburban character which does not complement the local vernacular. I would suggest that the requirement for a Development Brief have more ambition than to '<i>maximise its contribution to the needs</i>

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	<p><i>of the community.</i>' Whilst there are off site benefits which may be in mind, it is important that site specific benefits, such as undergrounding of overhead cables are emphasised.</p> <ul style="list-style-type: none">- The form and layout of development ought to reflect the linear form of the settlement and incorporate enclosures that complement the rural location and meet the aims of sustainable development including biodiversity. This means, for example, that stone banks and hedgerows should be strongly favoured over fences. (see 4. Above).- A well-meaning phrase like '<i>A single vehicular access from Church Road to serve the whole development.</i>' (HNPH1) could encourage the use of a cul-de-sac type layout which would be wholly inappropriate to the grain of the village. The desire to preserve the hedgerow is positive and welcome, but a single access point is unduly restrictive of design options. <p>I hope this helps the community to progress their Plan.</p>