

**Informal draft
Okehampton Town and
Hamlets
Neighbourhood Plan
Consultation**

Summer 2021

Feedback report

Feedback from informal Neighbourhood Plan consultation

The original social post reached almost 6000 people. Obviously, some of these will not be Okehampton residents/employees/business owners, but it shows there was a widespread across social media.

Locally, the pages/groups where it was posted included:

Okehampton Information Hub
Okehampton Notice Board
Okehampton Community Events
Okehampton Neighbourhood Plan

Facebook comments

Notice board

1 like, 1 sad (from Clem), 1 share

Clem [REDACTED]

The destruction of more food production land is criminal. We will of course in the end pay the price when there is little land left to produce food.

Kay [REDACTED]

It is good to see that this plan supports self and community builds. This will hopefully allow for some variation in the design, some creativity and a greater level of energy efficiency and sustainability within the build. I am also pleased to see that there are plans to support more sustainable forms of transport with electric vehicle charging points in and around the town.

Alexis [REDACTED]

I haven't read the article but would have thought there's enough slabbed over and built on the Crediton Rd,

Information Hub

2 likes, 7 shares

Paul [REDACTED]

That's not Okehampton in the photo

Alison [REDACTED]

Paul [REDACTED] it's a photo looking across from Chichacott to where Romansfield is, in the Hamlets.

Al [REDACTED]

Won't be long before Okehampton reaches Exeter 😞

Debbie [REDACTED]

Al [REDACTED] that is twenty five miles away; it would be something just to get the housing in the Hamlets incorporated into being in Okehampton Town instead

A [REDACTED]

Debbie [REDACTED] or we could have one new council for both town and hamlets.

Debbie [redacted]

A [redacted] there has been a council of some sort in the Town hall for an extremely long time. The additional houses would still be administered by the Town because that's where all the infrastructure and services are. The Hamlets would continue to administer the rural areas

A [redacted] Debbie [redacted] but there would be only one council and that would resolve today's article in the Okehampton Times

Debbie [redacted]

A [redacted] ah well, I haven't seen that 😊

Kyle [redacted]

Al [redacted] Alex [redacted]

1 laughing face

· Reply · Share · 2w

Dave [redacted]

Matthew [redacted]

Jessica [redacted]

I love the road proposal. It will be amazing if they can divert the traffic through a new way to allow the town centre to become something more special and modernised x

1 like

Al [redacted]

Jessica Mary think this was the idea when the bypass was built 😞

2 likes

Laura [redacted]

Al [redacted] absolutely was! Poor Oke was a nightmare every summer weekend
More toads = more cars

1 like

Laura [redacted]

Al [redacted] oops more roads 🤔 🐸

2 laughing faces

Jessica [redacted]

well reading it the bypass was 20 years ago and they knew the north Devon traffic problem wouldn't be solved so a new option has been on the cards. Which I guess is in this new vision. Just think it will be nice to have less traffic going through town x

2 like

Jessica [redacted]

Laura [redacted] hopefully not more toads 🐸 🙈

1 like

Al [redacted]

Jessica Mary lol you never know 😏

Neighbourhood Plan page

5823 reached, 1385 engagements, 20 shares

Barbara [REDACTED]

Is it possible to read paper copies of this? Thanks

Dale [REDACTED]

Page 49–. Community assets and facilities. No mention of the football club. Probably the largest sports club in the area with the huge youth set up and 3 men's teams and a walking football team.

Curtis [REDACTED]

Dale [REDACTED] you tell em

Callum [REDACTED]

Becki [REDACTED] the fact that's out the back of us 🤔

Email responses

[REDACTED] Kay [REDACTED]

Email: info@upcotthouse.com

Message: Now that the Draft Neighbourhood Plan is at the informal consultation stage, when do we get the point of a referendum vote on this plan?

[REDACTED] Kay [REDACTED]

Hi Alison,

Oh dear, I thought that this was the Regulation 14 consultation. I hope you manage to overcome the obstacles to reach this stage soon. For future reference, if you would like any assistance with the proposal for an electric hub for Okehampton, as an electric car owner since 2010, I would be happy to contribute ideas on what would be required by today's electric vehicles. I have some experience in this area from a project that I initiated as part of the DNP Sustainable Transport Scheme.

[REDACTED] Kay [REDACTED]

Hi [REDACTED]

My daughter Katie sent me this place based carbon calculator (www.carbon.place) that has just been launched. I thought it might be a useful tool for the Neighbourhood Planning Group to use/include in the plan as it is designed to measure carbon footprints at neighbourhood level. Given that Okehampton Town Council and West Devon Council have declared a climate emergency and the reduction of carbon emissions is a priority; this has some excellent data and filters to identify where we may all start.

Hi Mum,

Here's an interesting tool that's just been launched (www.carbon.place) – try typing in your postcode ... we are in an 'F+' area (worst 10%), but Okehampton is a 'B'!

Katie

Glennon [REDACTED]

Dear Neighbourhood Plan team

I have read your latest development plan with great interest but also with a bit of perplexity. I was hoping you could explain your view on the following-

1) in the plan you push the conservation of the town centre, however more and more premises are ruining this by changing street facing windows to cheap pvc (such as on the fountain pub) which distracts from its charm.

2) business growth - throughout the document business growth is referred too however we constantly are seeing premises in town being turned into residential (NatWest bank, Plume of Feathers, the old Mill). One this happens we loose vital commercial space to allow the town to thrive. As a business owner we can not find a premises in town to grow our business, this causes the town to never grow. We also do not have a commercial site for shops such as launceton. This is vital as not only will it employ many, it will stop people driving elsewhere to get further items such as Exeter to shop. This is not encouraging growth or employment, but leaving us as an empty commuter town.

3) new developments - many new large developments are happening such as Linden, Barrett and Redrow yet they are allowed to make millions selling poorly designed and over crowded sites to make huge profits with no interest in the benefit to the town. Linden homes is over crowded with poor parking and new sites seem to have their flaws. We should be pushing green space, renewable energy and the countryside that we have. They should be building outdoor play facilities and contributing more to the town. The Redrow development has no park play facilities for example.

Why are we not interjecting and standing our own. The developers have no interest if the town survives but as a local I do and want the best for the area.

When is this finally going to happen?

Kind regards

Glennon [REDACTED]

John [REDACTED]

Thank you for making that well-presented documentation easily available of Facebook. I took about an hour or so reading through the PDF and make the following observations:

1) Community Hospital does need to be restored to full use. At present it would appear that towns have to be at least the size of Tavistock plus its catchment area (Circa 30,000) to permit the NHS to be able to justify running wards for convalescence and end of life care. It would appear that a town needs to be the size of Tiverton (23,000 plus its huge catchment area) to enable wards and basic surgery. Okehampton only stands a chance if the remoteness of the area and transport issues from the villages are highlighted. If patients' conditions worsen, they will still have to be taken to Exeter for evaluation and treatment. So it requires an on-call doctor 24/7 and one way of doing this is to reinstate the GP surgery and minor injuries unit. Many people cannot afford to pay to drive and park in Exeter and buses from the villages are woefully inadequate. When there is minimal traffic it takes 25 minutes to get to the middle of Exeter, but over an hour when the roads are busy. Bude and Stratton managed to keep their hospital because Barnstaple, the nearest regional one, was so difficult to drive to.

2) New Link Road connecting Crediton Road and Exeter Road. It would appear that this will not be built until the final house is built on the new estates leading off it, and even when it is, the route through the estate will be tortuous and the junction with Exeter Road inadequate. How long is too long to wait?

3) Inner relief Road and Pedestrinaised Fore Street. Even with some kind of Inner Relief Road, traffic will still need to use Fore Street. I cannot visualise a sufficiently large relief road running along the river to the skateboard park area. Certainly if it comes in through the Waitrose car park there would still be horrendous congestion similar to what we have now. It would also congest Barton Road and Crediton Road. I tried to research the proposed junction designs from the failed Northern Route of the Bypass but got nowhere; if documentation still exists it may be informative.

As we cannot redesign the town centre from scratch, I think the only practical solution that might reduce traffic in Fore Street and Market Street is for a new town centre to be built up in the Hamlets so that they have their own major Supermarket and perhaps a pub and take-away.

4) Car Parking on Estates. You make a very important point; developers do not allow for 2 cars per home plus visitors and service vehicles. No further house building should be permitted without it. Use of redundant land for parking would be helpful too, for example what they did to the old Bloggs garage site in North Tawton. If the original Bostock's site by the river adjacent to the school could be turned into a car park (when was the last time it flooded?) then it could greatly reduce school visitor traffic blocking up residents parking in the area around the Post Office, Kempley Road and Park Road. It might even help with Wetherspoons traffic.

5) Parking on Station Road needs to be rationalised all the way up to address modern needs. The road is too narrow for big vans and big cars to be parked on both sides whilst still permitting 2-way traffic in the middle. There is also a choke point where cars park outside of their houses just below the Brandize Park junction.

6) Hamlets and Okehampton need to be reassimilated so that council tax can fund hamlets use of Okehampton facilities.

7) Much greater use should be made of the Showfield for events and public transport scheduled to support it. One day maybe even a park-and-ride service.

Kind regards

John [REDACTED]

Messages to Facebook page

hello, we've read through the neighborhood plan with interest and would welcome a conversation. We have a smallholding on the outskirts of town (we're in the remit of the Hamlets Parish Council). We put in a planning application to convert two former agricultural outbuildings to eco-friendly, disability accessible holiday accommodation. The council's planning officer rejected the original application citing transport sustainability as the primary reason for rejection, which doesn't seem to fit consistently with other recent developments.

We are going to resubmit the planning application with additional information, but would welcome this group's advice and, ideally, support.

Would a conversation be possible?

Thanks

Alex [REDACTED]