

Newton & Noss Neighbourhood Plan – Infrastructure

Group Report

1. BACKGROUND

At the community level, infrastructure underpins much of what we can achieve. In this part of N3P work we shall be looking at water, sewers, telecoms and superfast broadband, transport, the provision of parking and road maintenance, school and pre-school facilities, and much else besides. As the Neighbourhood Plan is intended to provide guidance to the Local Planning Authority when dealing with Land Use development, there is only limited ability to influence these issues locally, however issues of concern can be identified so that a programme can be initiated to take them forward, be it by Parish, District, County or National Government.

2. TERMS OF REFERENCE

To identify the requirements for infrastructure necessary to support sustainable development within the neighbourhood.

3. METHOD

As the Infrastructure Group were the last of the Working Groups to form, the consultation process for Infrastructure issues was lead by the Environment Working Group with some input from the Health and Wellbeing Working Group. The Infrastructure Group subsequently reviewed this input and those comments made by the community at the various workshops and meetings, including the Operational Planning Workshop, to identify those items and issues impacting Infrastructure.

This list of Infrastructure issues were divided into those having an implication for Planning Policy i.e. Land Use implications and those which are Community Action. For those identified as “Planning Policy” draft Infrastructure Planning Objectives and Policies have been developed to meet those desired outcomes identified by the Community. Following the issue of the Plymouth and South Devon Joint Local Plan (JLP), the proposed Infrastructure Planning Policies have been compared with those relevant Development Policies in the JLP and any that are not adequately covered by the JLP are recommended for adoption in the Neighbourhood Plan.

4. PROPOSED INFRASTRUCTURE PLANNING POLICY DEVELOPMENT OBJECTIVES

a) ROADS, FOOTWAYS, FOOTPATHS AND CYCLE PATHS:

In addition to 21 miles of County roads, there are 63 footpaths within the Parish of Newton & Noss? They vary in length from just 10 metres in the case of the Boathouse Steps at Kiln Quay, to the 11 kilometres of the Revelstoke or Nine Mile Drive.

In response to the various consultations **People said:** “We need: more safe footpaths otherwise people will not walk or cycle; safe routes and crossings to schools; safe routes to school. Connect cycle tracks permitting safe longer distances to cycle. A Smooth riverside path suitable for wheelchairs and push chairs.” Walks and footpaths were frequently identified as an important local facility.

Following the above input the Operational Planning Workshop agreed the following:

In 2031 we have well maintained, safe roads and footpaths so that people and especially children, can move around the village safely.

The big difference(s) that we can see in 2031 are

- No potholes
- Safe walkways

Our measures/performance targets for 2031 are

- People say they feel safe when moving around the village
- Very low accident rate

Given the narrow winding lanes of the parish with few pavements it is not surprising that parking and traffic speed figure high in the community's concerns. In some areas of the parish traffic speeds are seen as too high; despite requests for a 20mph speed limit DCC Highways maintains that there is a lack of empirical evidence for this. Many of the neighbourhoods' roads are narrow and unfit for additional traffic or large vehicles. The need for a traffic survey should be considered to identify where future improvements need to be made.

The introduction of "Home Zones" should be considered for new developments and for some parts of the neighbourhood. These came into force under the Quiet Lanes and Home Zones (England) Regulations 2006.

Home Zones are a form of shared space scheme. They consist of residential streets in which the road space is shared between motor vehicles and other road users, but with the emphasis on those who walk and cycle and on children. The aim is to change the way that streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic. Changes to the layout of the street should emphasise this change of use, so that motorists perceive that they should give priority to other road users.

New developments should be well-linked to and by footpaths. It is important that new housing and employment related Development is located as close to facilities and services as possible. This will reduce the need for car use and contribute to the vision for a greener community.

Roads, Footways, Footpaths And Cycle Paths Proposed Planning Objectives:

The draft Planning Objectives which would deliver the required outcomes are outlined below. However as future development is likely to be small scale, the scope for action via Planning Policy Objectives is very limited, it may be best to require Developers to contribute to a N&NPC fund for improvements to roads, footways, footpaths and cycle paths through Section 106 action.

IP1. (Infrastructure Policy 1). Planning Permission will only be approved if approach roads to new Developments are capable of accommodating the volume and size of traffic generated

on the development. Applicants will be required to demonstrate beyond any reasonable doubt that this is the case through the use of independently validated empirical evidence. Safe access must be provided and traffic must be able to turn within the development.

IP2. Planning Permission will only be approved if *any new* Development of more than *5* dwellings includes provision of a “Home Zone”.

IP3. Planning Permission will only be approved where adequate foot / cycle paths are provided to access and circulate within new Developments.

IP4. Any residential housing new Development of more than *5* dwellings will have the provision and/or improvement of roads, footways, footpaths and cycle paths within the Parish as a S106 requirement of the Planning Permission.

IP5. Traffic through the parish must be managed to reduce speeds and increase public safety. New Development will only be approved where it is demonstrated that it will not place additional pressure on the existing road network. If necessary off site mitigation will be required

b) CAR PARKING:

In response to the various consultations **People said:** “There are Parking limitations and congestion in key areas i.e. The Dolphin, the Ship, the Co-op.

There is a need for a car park within Newton Ferrers, either near the village centre or in the close approaches.

Improve access and parking for (*business*) workers and customers.

There has been a long term ambition to improve the surface of Noss Hard.

New buildings to incorporate sufficient parking.

A Visitor’s car park on the approach to Newton were thought to offer a part solution but would need to be tied in with other infrastructure such as a shuttle from car park between the villages during peak holiday periods.

Planning Design and Access statement should be used to reduce parking congestion by builders.”

- Improved access to the waterfront at Yealm Steps coupled with properly policed parking restrictions in the road above Yealm Steps.

Following the above input the Operational Planning Workshop agreed the following:

By 2031 we have additional parking (particularly Newton) so that residents can park near their homes and the shops; also visitors are able to park within walking distance of the villages.

The big difference(s) that we can see in 2031 are

- Sufficient parking near shops
- Sufficient parking to enable access to Newton

Our measures/performance targets for 2031 are

- Residents and visitors say that they are able to park
- No parking on yellow lines

As future development is likely to be small scale, the scope for action via Planning Policy Objectives is very limited, it may be best to require Developers to contribute to an N&NPC fund for provision of and/or improvements to Public Car Parking areas through Section 106 action. *The provision of a Car Park in Newton Ferrers is considered to be a high priority. To ensure its use it would need to be situated in the close approaches to or near the centre of the village. Sites suggested include Butts Park Playing Field (may not be close enough), Grounds of Court House, land northwest of Parsonage Road.*

The following Planning Objectives may be considered to be useful:

Car Parking Proposed Planning Objectives:

IP6. The local community recognised the need to retain existing public car parking areas in the neighbourhood and to protect them from conflicting development proposals. Public car parking areas are those which are open to the public but not directly related to any particular commercial development, such as in village centres or places of landscape or recreational interest.

IP7. Planning permission will only be approved where development proposals which involve the loss of car parking facilities used by the public if alternative provision of equal value is made elsewhere within the application site or immediate locality.

IP8. Planning Permission, will be positively supported where additional (to that required for the development) public parking provision is provided, providing that other Policies of this Neighbourhood Plan are achieved.

IP9. Planning Permission will only be approved where developments include provision for adequate off-road parking and, where applicable, off-road loading areas for trade delivery. New Developments will provide off-road parking spaces to ensure that pressure on limited existing parking is not increased; in domestic developments a minimum requirement is that a parking space is to be provided for each bedroom, with an additional parking space for properties with more than 3 bedrooms. In the case of commercial developments the applicant is required to produce an off road parking plan. This must show the number of employees, the estimated number of visitors and of delivery vehicles and demonstrate that adequate provision has been made to meet the predicted numbers.

IP10. Given the pressure on parking on Yealm Road at Yealm Steps any development in the area will only be approved if improved access and additional parking provision is provided

IP11. Developments are required to contribute to improvements in parking provision by means of a S106 contribution.

IP12. Planning Permission will only be approved where adequate arrangements are made for parking by builders so as to minimise congestion during construction. Specific proposals are to be submitted with the application to demonstrate how this requirement will be met.

c) UTILITIES:

In response to the various consultations **People** said:

“Infrastructure e.g. transport links/ roads/ mobile signal / waste and sewers management, must expand proportionally.

Futureproofing - rate of expansion and Infrastructure V can't expand forever whilst retaining local character.”

i. WATER / SEWERS

SWW have been approached and have responded informally that there is no problem with potable water supply or sewers.

SWW appear to be very cagey about the capabilities of the WWTW (Waste Water Treatment Works) and claim that this data on compliance is not for public consumption!! Unofficially, it is understood that the WWTW final discharge is close to but not exceeding its consent for water quality. If any major increase in housing is proposed that threatens its compliance the developer will have to contribute towards an upgrade of the WWTW itself and the *sewers* leading to it if hydraulic modelling shows that the pipework or plant cannot physically take the increase in flow. Clearly a number of smaller developments going on simultaneously will have just as great an impact on the *sewer* system as one large development. There have been significant failures of our *sewer* system in the past and the system remains fragile (hence proposed Sewer Dye Test with Drones at Newton Ferrers 29/03/17). *In view of this mistrust the N&N Environment Group intends to do some of its own testing.*

Proposed Planning Objective:

The draft Planning Objectives which would deliver the required outcomes are outlined below.

IP13. For *new* developments greater than 4 dwellings a capacity check shall be undertaken to determine if the water distribution (and sewer network if appropriate) has sufficient

capacity to service the dwellings. 1-10 dwellings: High level review (free) 11 – 500: Hydraulic model review (standard fee) 501 or more: Detailed evaluation (bespoke fee).

ii. DRAINAGE

Although no concerns have been raised by the community over surface water drainage or flooding, it is known that during heavy rain surface water drains cannot cope in the following areas: Newton Green; top part of Yealm Road and lower part of Stoke Road *and historically on Coach Road*.

Proposed Planning Objective:

The draft Planning Objectives which would deliver the required outcomes are outlined below.

IP14. Development should not increase flood risk. The use of sustainable urban drainage schemes and permeable surfaces for parking areas and other hard landscaping will be required. Design and access statements shall include a flood risk assessment and statement

IP15. A site specific flood risk assessment is required for any *new Development on a sloping site* where any flood water may discharge to a public road or footpath.

iii. GAS, ELECTRICITY, TELEPHONE

Natural Gas supplies are not available to all parts of the Neighbourhood; therefore any opportunity to extend the supply system should be exploited. No concerns have been raised by the community over Electricity supplies or the Telephone (Land Line) System, although the same copper cables carry the Broadband signal, which is recognised as inadequate and is dealt with elsewhere.

d) WASTE AND RECYCLING

In response to the various consultations **People** said: More frequent refuse / recycling collections in smaller lorries to depot on edge of village. Improve our access to waste disposal. Reverse denied access to Chelston Meadow. Refuse collection unsightly wheelie bins. Community recycling and composting, waste management etc. Look at problem of Holiday Maker's rubbish on roads awaiting collection. Investigate community recycling, composting etc. Waste and sewers management.

The draft Planning Objectives which would deliver the required outcomes are outlined below.

IP16. All proposed new housing or business development shall provide concealed stowage for waste disposal and recycling bins.

e) SCHOOL AND PRE-SCHOOL

Devon County Council requires developers to contribute towards education infrastructure to mitigate the direct consequences of new development. The County Council will require contributions from developers where pupils arising from the development cannot be accommodated within existing capacity.

In their response to Planning Application No: 37/2548/14/O; 70 houses West of Collaton Park, Newton Ferrers. SHDC stated: The County Education Authority (Strategic Planning Children's Services), in their letter dated 3rd November 2014, states a requirement for a payment towards secondary school places and a payment towards secondary transport, to be secured through a s106 Agreement.

Devon County Council Education Services have advised that the local primary schools have capacity and no contribution towards primary education would be required, but that a financial contribution would be required towards secondary education and towards secondary school transport. If planning permission were granted then this would be secured through an s106 agreement.

f) PUBLIC TOILETS

In response to the various consultations People said we need public toilet facilities, which include disabled access, so that residents and visitors can use them all year round

The big difference(s) that we can see in 2031 are

- Facilities in place, including disabled access
- Available all year

Our measures/performance targets for 2031 are

- People say that suitable toilet facilities are always available.

Proposed Planning Objective:

The draft Planning Objectives which would deliver the required outcomes are outlined below.

IP17. No development should adversely affect the current provision of Public Toilets.

IP18. Additional and / or Improvements to Public Toilets e.g. Disabled Access would be supported.

g) CC TV

The infra red capability (night vision) of the CCTV at the harbour office has not proved to be of sufficient quality to enable positive identification of individuals, and has now been upgraded. It is for consideration that a CCTV system be extended to cover more parts of the neighbourhood.

h) VILLAGE HALL/CLUBS/ FACILITIES

In response to the various consultations People said: "Need to protect and provide community spaces inc. Halls, open spaces, parks, boat storage, woodland, football/ rugby/ cricket pitches."
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The community strongly supports the retention of the community spaces that make a contribution to the vibrant community life of Newton and Noss.

Proposed Planning Objective:

The draft Planning Objectives which would deliver the required outcomes are outlined below.

IP19. Development that results in the loss of **Assets of Community Value** currently used by the public for sports, recreation or amenity, including areas created during the lifetime of the Plan, or that results in any harm to their character, setting, accessibility, appearance, general quality or amenity value will not be approved, unless facilities of equal community value are provided elsewhere.

i) FERRY

Although no concerns, or suggestions were raised during the N3P consultation process the viability of the service has a direct impact on the number of visitors which is important as the future of shops, pubs etc may be affected.

j) AIR AMBULANCE NIGHT LANDING SPOT

No concerns or suggestions raised, but understood that N&NPC are considering the issue.

Proposed Planning Objective:

The draft Planning Objective which would support any N&NPC action is outlined below.

IP20. Provision of an Air Ambulance night landing spot would be positively supported provided that other relevant Policies contained in this Neighbourhood Plan are met.

k) Comparison between proposed N3P Infrastructure Policies and Plymouth and South West Devon Joint Local Plan (JLP) Development Policies

N3P Ref	Proposed N3P Infrastructure Policy Description	JLP Policy	JLP adequate
IP1	<p>Planning Permission will only be approved if approach roads to new Developments are capable of accommodating the volume and size of traffic generated on the development. Applicants will be required to demonstrate beyond any reasonable doubt that this is the case through the use of independently validated empirical evidence. Safe access must be provided and traffic must be able to turn within the development.</p>	<p>DEV 15. Supporting the rural economy</p> <p>8. Development proposals should:</p> <p>i. Demonstrate safe access to the existing highway network.</p> <p>DEV 31. Specific provisions relating to transport:</p> <p>2. Provide safe and satisfactory traffic movement and vehicular access to and within the site.</p>	No
IP2	<p>Planning Permission will only be approved if <i>any new</i> Development of more than *5* dwellings includes provision of a “Home Zone”.</p>	No equivalent Policy	No
IP3	<p>Planning Permission will only be approved where adequate foot / cycle paths are provided to access and circulate within new Developments.</p>	<p>DEV 31. Specific provisions relating to transport:</p> <p>Development will be required to contribute positively to the achievement of a high quality, effective and safe transport system in the Plan Area which promotes sustainable transport choices and facilitates sustainable growth. Development proposals should therefore, where appropriate:</p> <p>5. Provide for high quality, safe and convenient facilities for walking, cycling, public transport and zero emission vehicles.</p>	Yes

N3P Ref	Proposed N3P Infrastructure Policy Description	JLP Policy	JLP adequate
IP4	Any residential housing new Development of more than *5* dwellings will have the provision and/or improvement of roads, footways, footpaths and cycle paths within the Parish as a S106 requirement of the Planning Permission.	DEV 01. Approach to development delivery and viability, planning obligations and the Community Infrastructure Levy	No
IP5	Traffic through the parish must be managed to reduce speeds and increase public safety. New Development will only be approved where it is demonstrated that it will not place additional pressure on the existing road network. If necessary off site mitigation will be required	DEV31. 2. Provide safe and satisfactory traffic movement and vehicular access to and within the site. 10. Locate new homes in locations that can enable safe, secure walking, cycling and public transport access to local services and amenities.	No
IP6	The local community recognised the need to retain existing public car parking areas in the neighbourhood and to protect them from conflicting development proposals. Public car parking areas are those which are open to the public but not directly related to any particular commercial development, such as in village centres or places of landscape or recreational interest.	DEV31. 3. Ensure sufficient provision and management of car parking in order to protect the amenity of surrounding residential areas and ensure safety of the highway network. 4. Limit / control the overall level of car parking provision at employment, retail and other destination locations.	Yes

N3P Ref	Proposed N3P Infrastructure Policy Description	JLP Policy	JLP adequate
IP7	Planning permission will only be approved where development proposals which involve the loss of car parking facilities used by the public if alternative provision of equal value is made elsewhere within the application site or immediate locality.	<p>DEV31. 3. Ensure sufficient provision and management of car parking in order to protect the amenity of surrounding residential areas and ensure safety of the highway network.</p> <p>4. Limit / control the overall level of car parking provision at employment, retail and other destination locations.</p>	Yes
IP8	Planning Permission, will be positively supported where additional (to that required for the development) public parking provision is provided, providing that other Policies of this Neighbourhood Plan are achieved.	<p>DEV31. 1. Consider the impact of development on the wider transport network.</p> <p>8. Ensure that access and infrastructure delivered as part of the development meets the need for walking, cycling and public transport connectivity both within the development and in the wider area alongside supporting place-shaping objectives.</p> <p>9. Contribute to meeting the wider strategic transport infrastructure needs generated by the cumulative impact of development in the area.</p>	No

N3P Ref	Proposed N3P Infrastructure Policy Description	JLP Policy	JLP adequate
IP9	<p>Planning Permission will only be approved where developments include provision for adequate off-road parking and, where applicable, off-road loading areas for trade delivery. New Developments will provide off-road parking spaces to ensure that pressure on limited existing parking is not increased; in domestic developments a minimum requirement is that a parking space is to be provided for each bedroom, with an additional parking space for properties with more than 3 bedrooms. In the case of commercial developments the applicant is required to produce an off road parking plan. This must show the number of employees, the estimated number of visitors and of delivery vehicles and demonstrate that adequate provision has been made to meet the predicted numbers.</p>	<p>DEV31. 3. Ensure sufficient provision and management of car parking in order to protect the amenity of surrounding residential areas and ensure safety of the highway network.</p> <p>4. Limit / control the overall level of car parking provision at employment, retail and other destination locations.</p>	No
IP10	<p>Given the pressure on parking on Yealm Road at Yealm Steps any development in the area will only be approved if improved access and additional parking provision is provided.</p>	<p>DEV31. 1. Consider the impact of development on the wider transport network.</p> <p>2. Provide safe and satisfactory traffic movement and vehicular access to and within the site.</p> <p>3. Ensure sufficient provision and management of car parking in order to protect the amenity of surrounding residential areas and ensure safety of the highway network.</p> <p>4. Limit / control the overall level of car parking provision at employment, retail and other destination locations.</p>	No

N3P Ref	Proposed N3P Infrastructure Policy Description	JLP Policy	JLP adequate
IP11	Developments are required to contribute to improvements in parking provision by means of a S106 contribution.	DEV31. 9. Contribute to meeting the wider strategic transport infrastructure needs generated by the cumulative impact of development in the area.	No
IP12	Planning Permission will only be approved where adequate arrangements are made for parking by builders so as to minimise congestion during construction. Specific proposals are to be submitted with the application to demonstrate how this requirement will be met.	None	No
IP13	For <i>new</i> developments greater than 4 dwellings a capacity check shall be undertaken to determine if the water distribution (and sewer network if appropriate) has sufficient capacity to service the dwellings. 1-10 dwellings: High level review (free) 11 – 500: Hydraulic model review (standard fee) 501 or more: Detailed evaluation (bespoke fee).	DEV37. Managing flood risk and water quality impacts. 8. Development will not be permitted without confirmation that sewage /wastewater treatment facilities can accommodate or be improved to accommodate the new development, in advance of the development taking place.	Yes
IP14	Development should not increase flood risk. The use of sustainable urban drainage schemes and permeable surfaces for parking areas and other hard landscaping will be required. Design and access statements shall include a flood risk assessment and statement	DEV37. Managing flood risk and water quality impacts 4. Development should incorporate sustainable water management measures to reduce water use, and increase its reuse, minimise surface water run-off, and ensure that it does not increase flood risks or impact water quality elsewhere, in compliance with the Local Flood Risk Management	Yes (but contrary to Building Regulations for discharge hierarchy)

		<p>Plan and national standards for sustainable urban drainage systems. Surface water from proposed developments should be discharged in a separate surface water drainage system which should be discharged according to the following hierarchy:</p> <ul style="list-style-type: none">i. Discharge to a waterbody (if available and with sufficient capacity).ii. Infiltrationiii. Discharge to a surface water sewer, highway drain or culverted watercourse with attenuation as required.iv. In exceptional circumstances, discharge to a combined sewer.	
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N3P Ref	Proposed N3P Infrastructure Policy Description	JLP Policy	JLP adequate
IP15	A site specific flood risk assessment is required for any <i>new Development on a sloping site</i> where any flood water may discharge to a public road or footpath.	See DEV37 above	No
IP16	All proposed new housing or business development shall provide concealed stowage for waste disposal and recycling bins.	DEV33. 2. New developments should provide integrated facilities for the storage of recyclable and non-recyclable waste.	Yes
IP17	No development should adversely affect the current provision of Public Toilets.	None	No
IP18	Additional and / or Improvements to Public Toilets e.g. Disabled Access would be supported.	None	No

N3P Ref	Proposed N3P Infrastructure Policy Description	JLP Policy	JLP adequate
IP19	Development that results in the loss of community spaces currently used by the public for sports or recreation, including areas created during the lifetime of the Plan, or that results in any harm to their character, setting, accessibility, appearance, general quality or amenity value will not be approved	<p>DEV3. The LPAs will support opportunities for sport, physical activity and active leisure by:</p> <p>2. Resisting development proposals that result in the loss of sports and recreational buildings and land unless:</p> <p>i. An assessment has been undertaken which has clearly shown the facilities to be surplus to requirements; or</p> <p>ii. The loss resulting from the proposed development would be replaced by equivalent or better provision in a suitable location; or</p> <p>iii. The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.</p>	Yes
IP20	IP20. Provision of an Air Ambulance night landing spot would be positively supported provided that other relevant Policies contained in this Neighbourhood Plan are met.	None	No

Those policies deemed to be inadequately covered by the JLP should be carried forward into the Newton & Noss Neighbourhood Plan.

6. COMMUNITY ACTION PROPOSALS

ROADS, FOOTWAYS, FOOTPATHS AND CYCLE PATHS:

Connect cycle tracks permitting safe longer distances to cycle.

A Smooth riverside path suitable for wheelchairs and push chairs.

CAR PARKING

The District and Parish Councils should seek additional car parking capacity in Newton Ferrers.

Consider a Residents Only Parking Restriction

PUBLIC TRANSPORT

People said: "Better buses, Keep the buses; Bishops Court (Sheltered accommodation) Residents are isolated. Please involve them more in the community, including providing transport to village events (e.g. this fete). Transport limited - limited times and expensive – if no buses, no other options. (Improve) Public transport infrastructure".

Parish should develop an infrastructure to make multiple car ownership unnecessary by providing practical alternatives.

Alternative to couples feeling they need to own 2 cars to get around. Alternative to 2-car ownership and public transport.

The alternative infrastructure that could be developed in place of the present public transport system, and lessen the need for private transport, are

1. Car Share
2. Car Club
3. Community Bus

4. Revamp of bus service supported by Parish Council, look at making one day a week have a better service so shopping would be possible at least one day a week.

BROADBAND AND MOBILE PHONES

People said: "High Speed Broadband and mobile signal for local businesses. Better broadband / cable put in with new houses. " "We need modern and up-to-date communication infrastructure including excellent broadband and mobile connections."

It is significant that information technology is of primary interest, the consensus being that an improved, faster broadband service will make a significant difference to current and future business activity. Three quarters of the community will receive access to superfast broadband in ??????. New development and substantial refurbishment should incorporate pre wiring or ducting for superfast broadband.

UPDATE by N&NPC

30/01/2017

The current situation

The Parish Council endeavoured to arrange a public information session on Tuesday 24 January 2017 where interested fast broadband suppliers could inform residents of their preferred solutions to rectify broadband deficiencies in the Parish.

All of the approved contractors listed on the Connecting Devon & Somerset (CDS) website (20+) who may have been interested in providing a timely pooled service, to comply with the CDS voucher scheme, were invited to contact the Parish Council as quickly as possible. As none of the contractors had made contact with the Parish Council, it was decided to cancel the meeting.

Subsequent to this, several of them contacted the Parish Council to express interest in assisting parishioners. Further details of these contractors are on the CDS website

Membland

Queries have been raised with CDS as to the accuracy of the records that were used for the Voucher Scheme (particularly Membland) where residents may have been erroneously told they already had access to fast broadband and had their applications rejected. Their cases are being urgently reviewed by CDS and vouchers may be forthcoming.

Beyond March – Phase 2 roll-out

For the Phase 2 rollout of broadband under the Government's rural scheme, Connecting Devon & Somerset (CDS) have engaged Gigaclear Ultrafast Broadband to deliver fibre optics directly to premises. The fibre optic solution has many benefits over using existing copper telephone cables, particularly with regard to much faster speeds. The Phase 2 roll-out map is currently being worked on and is likely to be available on the CDS website in the next couple of months. Informal consultation with CDS indicates most parts of the Parish, currently unserved by BT's Superfast system, will have ultrafast fibre connections by Christmas 2017. Gigaclear should offer a much faster broadband service than is currently provided by BT.

At this stage the Parish Council cannot confirm who will or will not definitely have access to the Gigaclear service, but it is likely to be a substantial part of the remaining unserved Parish (including Membland). For this reason parishioners close to the centres of the villages, eligible for Phase 2, may prefer not to engage into long-term contracts (greater than 9 months) with suppliers until they have been able to evaluate Gigaclear's offer when it becomes available.

It is suggested those who are in range of the existing BT Superfast cabinet from Phase 1, at the Newton Ferrers exchange, will not have access to Gigaclear, as they already have a significantly improved broadband capability through BT.

Unfortunately, it looks as if those in remote southern and western coastal spots may not be covered by Phase 2; a 4G or satellite solution may be particularly appropriate for these isolated properties.

The Parish Council would therefore suggest that parishioners approach the above contractors directly if they:

1. Have CDS vouchers
2. Are in remote southern and western spots unlikely to be covered by Phase 2 rollout
3. Are seeking an interim faster solution, pending Phase 2 rollout
4. Anyone else who is dissatisfied with their present level of service

Extract from N&NPC Broadband Update – February 15/02/2017

Further to January's notice, Jeremy Brown has been in contact with Declan Turner of Connecting Devon and Somerset (CDS), and Russell Baker of South West Mobile Broadband.*

Declan updated the position with regard to Membland, whilst Russell kindly conducted a radio survey of regions of the Parish which might be well served by an interim 4G radio broadband service. Because there is some difficulty over Membland their situation is covered first.

Membland

Many residents from Membland applied for vouchers and were turned down because they were thought to have access to fibre or had current speeds in excess of 2Mbps (download). Jeremy queried why it was assumed they had access to fibre when it doesn't exist. This is the reply from Declan at CDS:

"Morning Jeremy,

Have taken a look at Membland applications on the voucher scheme and most have been declined for having speeds above 2Mbps on copper as well as fibre (so even discounting the fibre which I appreciate isn't benefitting the residents the applications won't be successful).

To get over this I need screenshots from the residents to show their line speeds are below the 2Mbps threshold of the scheme.

I have 12 applications from the Membland area postcodes: PL81HP, PL81HT, PL81HZ.

Of these only 2 are approved, the rest have been declined for being above the threshold.

If residents can email broadbandvoucher-mailbox@devon.gov.uk a screenshot showing their speeds are less than 2Mbps then I can approve the vouchers....”

“....By the looks of things Membland does seem to be included in phase two, though we are working with Gigaclear to finalise timescales, it could be for a few years; if you’re able to get vouchers I would suggest making use of them before March to get an interim solution and await the later connection from Gigaclear.”

Declan Turner, Connecting Devon and Somerset Team, Devon County Council.

T. 01392 382221, (declan.turner@devon.gov.uk)

Fast Fibre Optics to the Premises: 50Mbps – 100Mbps (Gigaclear service, possibly now as late as 2019!)

We had been assured by CDS that many parts of Newton and Noss will be in receipt of phase two fibre optic coverage from Gigaclear by the end of 2017. Declan Turner of CDS today wrote:

“ ... We are just finalising the mapping now but have yet to get the delivery timescales from Gigaclear as they are working through key wayleaves and major trunk works which will dictate which areas get connected first.

On the Gigaclear website (www.gigaclear.com) you can see preliminary coverage plans by putting in your postcode.....

*Kind regards, Declan Turner.”***

All residents who wish to receive a fast fibre optic service from Gigaclear, as part of phase two, are advised to register with Gigaclear as soon as possible.

The link is: <https://gigaclear.secure.force.com/community/SurveyInterest>

Interim 4G Radio Services: Possibly long term for coastal properties

On Friday, Jeremy accompanied Russell Baker of South West Mobile Broadband around various locations currently unserved by BT’s Superfast service. The purpose was to establish whether a dedicated tall antenna and special modem (rather than an ordinary mobile phone) could achieve faster speeds than existing BT ADSL services (those who have internet connections which are not from BT Superfast).*

A 4G interim radio service through specialist equipment, prior to the arrival of Gigaclear, is the means by which most CDS interim voucher recipients can gain access to services up to 40Mbps. In addition, those residents who need faster speeds now, but do not have vouchers, may pay for the equipment and achieve an interim or long term solution. They

must then sign up to an existing mobile phone provider for a data only package, which can be on a monthly pay as you go basis or a longer term contract.

For those not technically minded, the installed equipment must be in approximate line of sight of existing 4G mobile masts. In practice, this means they must be within about 15 miles of an existing 4G service. Unfortunately, the Noss Mayo TV mast has only an Orange (EE) 2G on it at present. As a rule of thumb, those who live about 170 feet above sea level should be capable of capturing a 4G service from outside the Parish. In all cases, a survey from a provider is essential prior to committing to any expenditure.

Following our survey Russell reported the results of the 4G scan for the Newton Noss.

Ashcombe Hill achieved a signal strength on EE of 74% and a speed of 42MB/s download and 20MB/s upload. Collaton was even better and could see services from many providers. Southern coastal properties (including Coastguard Cottages), and properties near to St. Peter's church (and above), were well served – not necessarily by EE.

Unfortunately, premises lower down on Newton Creek, Bridgend and in some parts of Membland could not access 4G signals of sufficient quality. However, those Membland properties near to the “main road” could get adequate reception. Homes in Perches Close, deeper in the valley, without a very tall antenna would be without coverage.

Russell wrote (info@southwestmobilebroadband.com)

“... I strongly recommend that all people in the Parishes of Newton and Noss and Yealmpton who have vouchers for phase 1, and who are in good areas, need to get installed by 31st March. Action West will do these installations for you. ...

... Anyone who is getting less than 2Mbps download speeds who have a voucher, but are in the fibre FTTC network can still qualify for phase one, if they can prove via email (a screenshot of a speed test – this can be done by hitting the Prt Sc button and pasting the file into a word document) and attaching the file and sending it to me.

Lastly applications for vouchers will be taken on the recommencement of the scheme in the next few months and properties outside of Gigaclear phase two connection will be eligible for them. Residents who don't have a voucher and would like one, can apply for one and Action West will install these for you..

If you are not in the Gigaclear plan, 4G Broadband maybe the only option for you at present to get fast broadband, if you have a good line of sight. If you are in the Gigaclear plan and want to go ahead with FTTP you can still get a voucher if the date of install is unclear, or still some time away.

Many people are still using us where improvements will be made on phase 2, but don't know when the improvements will be made. Remember phase two runs until December 2019!

If you need any help at all, please contact me. Remember all installations include the 4G modem, tall 4G antenna mounting, and 12 months support and warranty.

If you have any questions or would like more information, please contact me on 01392349120.” More news as it becomes available.

*Other 4G radio providers were listed in the January update.

*** Declan Turner has since advised; “Just a note on the 2019 completion – this is when the contract must be completed by not necessarily when Newton and Noss will be connected. Gigaclear are working through their timescales of delivery now and it may be that residents get connected sooner, but until they confirm dates (should do so in March or April) I have just given 2019 as this is effectively the upper limit of when connections can be made.”*

With thanks, again, to Mr. Jeremy Brown for his considerable help in liaising with CDS and Action West on behalf of the Parish Council.

CCTV

Is there any support for a community CCTV system?

SCHOOLS

In response to the various consultations People said: An indoor gym, and outdoor gym and circuit training. Gardens for stress relief.

All children within the Newton Ferrers Primary School designated area should be able to attend the school where there is sufficient capacity and where additional capacity can reasonably be provided.

All parish children should be able to attend the preschool in Newton Ferrers; therefore Priority in placement into the village school will be given to children from within the designated area

VISITOR INFORMATION

In response to the various consultations People said: “There needs to be excellent information on local facilities and river safety awareness (tides / currents etc).”

There is a need for comprehensive Visitor information Boards covering local heritage, facilities, walks and river / sea safety awareness.

YEALM MEDICAL CENTRE

Encourage use of surgery in Newton and Noss (Bishops Court), thereby reducing traffic and parking congestion at the Yealmpton Medical Centre.

7. GLOSSARY

Development: construction of one or more fixed structure/s of domestic, commercial, agricultural, community or Public property, including rebuild of existing or extensions outwith Permitted Development limits.

New Development: Development which is not a rebuild or extension of more than 50%.