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The Countryside Agency Produced in conjunction with the Countryside Agency

1. INTRODUCTION

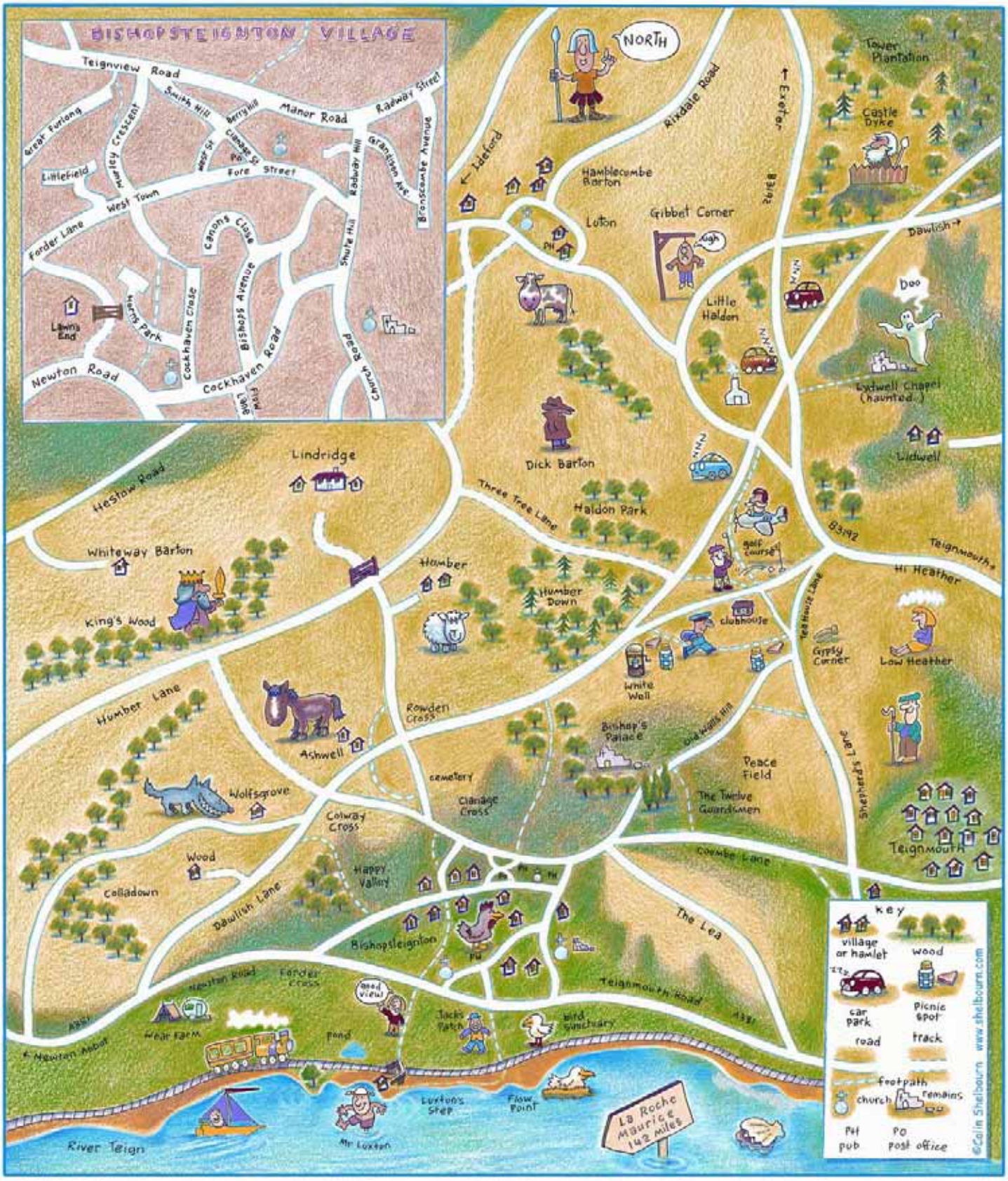
During early September 2004, Bishopsteignton Parish Council held an open evening event at the village Community Centre to launch the project to produce a Bishopsteignton Parish plan for the future. At the meeting a number of residents registered their interest in becoming involved and subsequently ten of the volunteers were asked to form a Steering Group to oversee the process, using funding provided by the Countryside Agency.

Since then regular meetings have been held along with a community open day on 19 November to ascertain issues and concerns of interest to the people of the parish. The response to this meeting was very encouraging and the information collected used to compose a questionnaire which was distributed to all 1203 households in the Parish in March 2005.

458 questionnaires were returned, with answers from 850 individuals, an above-average response rate. From these responses an analysis was produced which the Steering Group has used to discuss the issues raised and to examine ways to move forward. The results form the basis of the Parish Action Plan, which will be presented to the Parish during August and September 2005 giving everyone the opportunity to comment on our findings. Progress will then continue with working groups examining ways to address key issues.

2. BISHOPSTEIGNTON PARISH STEERING GROUP MEMBERS

Bryan Ellard, Chair	tel: 01626 775298	Parish resident 40 years
Ian Johnson, Vice-Chair	tel: 01626 775919	Parish resident 8 years.
Brian Hall, Treasurer	tel: 01626 777952	Parish resident 12 years.
Tony Corlett, Publicity	tel: 01626 774772	Parish resident over 20 years
Suzy Wright, Secretary	tel: 01626 776217	Parish resident 6 years
Venice James	tel: 01626 774760	Parish resident 5 years
Jean Knapman	tel: 01626 772318	Lifelong Parish resident.
Doreen Kavanagh	tel: 01626 772329	Parish resident 47 years
Mary James	tel: 01626 778068	Parish resident 3 years


BISHOPSTEIGNTON VILLAGE
Teignview Road
Smith Hill
Berry Hill
Manor Road
Radway Street
Great Furlong
Hamley Crescent
West St
Clanage St
Fore Street
Littlefield
West Town
Radway Hill
Grantham Ave
Broadsmoor Avenue
Forder Lane
Canons Close
Shute Hill
Lawn's End
Harry Park
Cockhaven Close
Bishops Avenue
Cockhaven Road
Newton Road
Church Road
Fore Lane
NORTH
Tower Plantation
Castle Dyke
Rixdale Road
← Exeter
← Ideford
Hamblecombe Barton
B3192
Luton
Gibbet Corner
Dawlish →
Little Haldon
Boo
Lydwell Chapel (haunted..)
Lindridge
Dick Barton
Widwell
Heston Road
Three Tree Lane
Haldon Park
golf course
B3192
Teignmouth →
Whiteway Barton
Hamber
Humber Down
Hi Heather
King's Wood
clubhouse
Tea House Lane
Gypsy Corner
Low Heather
White Wall
Humber Lane
Rowden Cross
Bishop's Palace
Old Walls Hill
Ashwell
Peace Field
Shepherds Lane
cemetery
Wolfsgrove
Clanage Cross
The Twelve Guardsmen
Colway Cross
Teignmouth
Wood
Happy Valley
Combe Lane
Colladown
Dawlish Lane
The Lea
Bishopsteignton
Newton Road
Forder Cross
Good View
Teignmouth Road
Jacks Patch
Bird Sanctuary
Wear Farm
Pond
← Newton Abbot
Luxton's Step
Flow Point
La Roche Maurice 142 miles
River Teign
Mr Luxton
key
village or hamlet
wood
car park
Picnic spot
road
track
footpath
church
remains
Pub pub
PO post office
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3. THE PARISH - Background

The Parish of Bishopsteignton is situated in Teignbridge district, between the towns of Newton Abbot and Teignmouth, and covers an area of 1,613 Ha (3,986 acres). The Parish covers the villages of Bishopsteignton and Luton and extends westwards as far as Wear Farm.

Bishopsteignton is a long established community, with its roots in the pre-Saxon era. With its sheltered position on the south facing slopes of Haldon hill, the village has always favoured horticultural exploitation, creating a “garden village” feel. In modern times the village has expanded, but in 2005 the village still retains a distinct identity, a busy social life and remains a very popular place in which to live.

The Population has been rising steadily over the last 15 years and currently stands at 2,517 (2001). There is a large proportion of people over 50 years of age compared to the national average.

Facilities in the village include:

- post office
- general store / newsagent
- chemist
- pasty shop
- hairdresser
- two garages (repairs and showroom)
- two public houses
- hotel
- garden centre
- doctor’s surgery
- primary school
- three churches
- museum
- pre-school
- fruit farm
- vineyard
- garden nurseries

There are three community venues in the village – the village hall, community centre and Methodist hall; and numerous active clubs and societies.

4. SURVEY RESULTS

4.1 HOUSEHOLD / PERSONAL

850 individuals responded to the parish questionnaire sent out in March 2005: approximately a 38% response rate. By far the biggest response rate was from the 40 – 59 age group, and 54% were female. Of the respondents, 54% had one car in their household, 37% owned two and 10% owned three or more. The traffic and transport section will examine some of the parking issues within the village.

4.2 HOUSING AND PLANNING

Whilst the population of the village over the last 15 years has grown in line with the rest of Devon (about 12%), the housing stock has increased by about twice that rate 23%. A significant number, 40%, felt there should be no further development and 32% thought there was no need for more housing. Many said that the enlargement of the village in recent years had put an unsustainable burden on the infrastructure, roads, drainage, mains services, parking etc. Whilst the density of housing in the village and population growth is below that of Teignbridge, generally the residents expressed a view that they pay a premium for living in the village so that they can benefit from these factors. Turning Bishopsteignton into an area of high population density like Teignmouth or Kingsteignton is unacceptable and limits choice for people who wish to live in the environment that Bishopsteignton offers. It would destroy the very reason why people want to move here in the first place. The lack of a joined up approach to planning meant building permission was granted without consideration to the impact on the whole village. Only the area immediately adjacent to the site was considered.

Other views expressed in the questionnaire were: -

- No more large dwellings

- Infilling with single or small groups (58%) was felt to be preferable to expansion or greenfield sites (14%)

- However 91% felt that the remaining land in the village should be kept for the benefit of the villagers. Comments included: using available space for car parks; importance of maintaining the open spaces and gardens for future generations to enjoy; and the need for meeting places (village greens etc)

- More affordable housing (25%) and housing for locals (22%) received some support. Issues associated with this type of housing, usually occupied by young families working away from the village were: increased traffic, poor public transport, places unavailable at the School. These problems could be alleviated by taking a broader view when developing e.g. improving the public transport / enlarging the school etc.

- 92% expressed a view that the residents and the Parish Council should have more say in the development issues. There was a strong feeling that developers and local government were imposing their objectives (profit and meeting political targets respectively) over the needs of the villagers.

- Houses in keeping with the village. Although a variety of designs have been allowed over the years, the village particularly in and around the conservation area retains some character. The residents are keen that this is maintained and not eroded further.

- More support for renovations of existing properties provided they are in keeping with the general character of the village.

ISSUES TO BE PURSUED

1. Strategy on amount, type, design and location of new developments.
2. Strategy on size / design etc of extensions / alterations to existing properties.
3. Greater emphasis on local needs and affordable housing.
4. Greater Parish Council involvement in the Planning process
5. To produce a Village Planning / Design Statement, including the above, to be officially submitted for incorporation in the new Teignbridge District Council Local Development Framework Policy Document.

4.3 TRANSPORT AND TRAFFIC

The reaction to these questions brought more response than any other. Concern was expressed regarding "DANGER SPOTS "on the roads through the Village. 80% wanted some action to curb the two main problems, ON-ROAD PARKING and SPEEDING. 10% did not accept there were any dangers, 9.9% had no opinion. Some of the issues raised are already being addressed by the Local Transport Plan.

ON-ROAD PARKING
The major areas of concern were located at Fore Street and the top of Bishops Avenue; and the bottom of Murley Crescent and Radway Hill / Street. The two main roads involved are within the oldest part of the village and were never designed to take modem day traffic and volume. 85% of the properties facing the road do not have any off road parking other than two small car parks. 34.9% wanted more yellow lines through this area and thought that they should be enforced in some way, and that more off road parking was needed. Suggestions as to where these spaces could be were varied and noted.

Out of the 850 individuals who contributed to this section of the questionnaire [458 households], 715 were over the age of 17 and therefore capable of driving and owning a vehicle. Of the 458 properties the number of cars listed were 396, motorcycles 20, of these 210 were garaged, 147 parked off road, 49 parked on road or public car park.

SPEEDING
This area pinpointed two main areas of concern: the garage end of Cockhaven Road, and Forder Lane. Both these busy entries to the village from the Teignmouth Road have limited road width areas and large sections without pavements. 74.3% of responses wanted a speed limit of 20 MPH throughout the village, and 24.6% wanted 30 MPH. 39.9% wanted speed humps on these roads, 9.1% chicanes, 32.2% one way systems and 7.9% pedestrianisation .

RESTRICTIONS
Heavy goods traffic and delivery parking represented 33.1 % response as a major concern travelling through the village, and size / weight limit and delivery periods introduced to alleviate the chaos that occurs regularly.

Obviously Parking and Speeding are major concerns for a large percentage of the residents of Bishopsteignton and to all ages, be they vehicle owners, cyclists, pedestrians, the elderly, parents walking with or pushing their children: all are affected and want to see action taken to ease the problems. The need for wheelchair-friendly pavements and kerbs was also highlighted on more than one occasion.

PUBLIC TRANSPORT
841 people responded to the public transport section, 2.9% used the Bus service daily, 9% weekly, 28.5 occasionally, 57.4% never and 10.6% used the bus as their major means of transport. With regards to improving the service, 35% wanted changes in routes, 53% improvement in reliability and 50% wanted changes in the timetable.

THE ISSUES TO BE PURSUED

1. Availability of new off-road parking if possible close to village facilities
2. Methods of parking controls and policing
3. Traffic flow, speed, restrictions, size.
4. Working with local government agencies to agree residents' needs and hopes for their future.
5. Monitoring existing plans and developments

Please note: The Community Travel Plan produced by Devon County Council is available to view at the Parish Council office in the Community Centre.

4.4 ENVIRONMENTAL ISSUES

Many people felt strongly about the provision of dog mess bins (38%) and the state of pavements in the village (35%). Only 30% of responders were in favour of a village lighting plan, while 60% said they would make use of an extended and interconnected cycle / footpath. 436 (53%) were happy with road-sweeping / weed control compared to 35% who weren't, while 17% of people were prepared to help maintain and manage parish footpaths (137 individuals).

IMPROVEMENTS TO THE VILLAGE ENVIRONMENT
There was much support for protecting the environment and making the village a more pleasant place to live. 80% wanted to see flower tubs and baskets around the parish, while 73% of respondents wanted more open spaces and 77% more trees. Only 45% were in favour of more lakes / ponds.

LAWNS END RECREATION GROUND

There is obviously an issue with sign-posting in the area as many residents didn't know where Lawn's End was. (For those who still aren't sure it's located off Forder lane, accessed through 'The Drive'. Although there was a degree of support for most of the suggested activities, 'Keep it green' (57% of respondents) was the most popular, followed by 'more benches' 54%, and 'path from car park to children's play area' 45%. The path to the play area has now been completed by the Parish Council. 'Multi-use games area' also got support at 45%.

The main consensus seems to be that parish residents appreciate the green, open space which might make the building of sports facilities a contentious issue, but many respondents obviously want to see additional facilities at Lawn's End while keeping it predominantly green.
9% of respondents were prepared to help maintain and manage Lawn's End (69 individuals).

CHILDRENS PLAY AREAS
Lawns End
Location -of those who had an opinion,72% thought it was either reasonable or good
Quality of equipment- 87% thought it reasonable/good

Cockhaven Close

Location- of those who had an opinion,88% thought it reasonable/good.
Quality of equipment- 53% thought it reasonable/good.47% thought it poor.

There were several suggestions made regarding the re-location of the Cockhaven Close Park to the area just in front of the school in Horn's Park.

ISSUES TO BE PURSUED

1. Strategy for Lawns End Recreational Area (green v sports facilities)
2. Formation of volunteer groups for footpath maintenance
3. Extended / interconnected footpath / cycle system
4. Possible new / enhanced environmental sites / open spaces
5. Improve quality of pavement maintenance (Devon County Council)
6. Availability of dog mess bins in some areas

4.5 COMMUNITY ISSUES

SHOPPING
19% of respondents shop in the village daily, with 42% using village shops on a weekly basis. Many people made the point that parking issues affected their ability to use local shops. Opinion was divided over the range of shops available in the parish – 47% were happy with the range of shops but 45% were not. Of the suggested alternatives, 66% would use a baker daily or weekly, 64% would use a greengrocer and 57% would use a butcher. Again the point was made that new facilities would struggle without adequate parking, while several residents pointed out that most new shops opened in the past thirty years have not been economically viable.

USE OF VILLAGE HALL OR COMMUNITY CENTRE.
29% of respondents used one of these facilities at least once per month.
48% used them but less often. Many respondents noted how fortunate we are in the parish to have so many communal facilities – some questioned the need for more than one facility and wondered whether a car park would be a better use of space in the village centre. Several residents wanted to make more use of school facilities.

WHICH OTHER ACTIVITIES NEEDED IN THE VILLAGE?
There was a fairly even split between evening (51%) or daytime (49%) requirement.

NOTICEBOARDS.
23% of respondents expressed a wish for more notice boards in the parish.
There were a number of suggestions as to where new notice boards could be sited

ISSUES TO BE PURSUED

- More facilities are needed for young people, including a Youth Club or Drop-in Centre
- Use of school premises to provide more community / sports facilities.
- Feasibility of new shops or new provision within existing premises
- More sports facilities needed, or transport provided to nearby towns
- The Village Hall and Community Centre need to be used more or they could be lost.

4.6 HERITAGE

RETENTION OF VILLAGE CONSERVATION AREA.
52% of respondents thought this should be retained, while the other 48% wanted it extended.

PROTECTION OF VILLAGE LANDSCAPE FEATURES.
There was heavy support of between 70 and 90% of respondents for protection of all 4 stated features (Bishops Palace, Country Lanes, Listed Properties and Churches).

ISSUES TO BE PURSUED

1. Status of Conservation Area and Coastal Preservation Zone
2. Possible enlargement of Conservation Area
3. Areas around listed buildings also need preservation
4. Preservation of village identity

5. THE FUTURE

This document has summarised some of the major issues of concern and what you like about the parish. It contains some suggestions to improve village life in the future and examines how you would like to see the parish develop over future years. This will need the involvement of many parties from within, and outside, the parish. The publication of this plan is not the end of the process, but the beginning. Those of you who have volunteered to take part in working groups will now get the chance to work on the issues to be pursued in conjunction with the Parish Council and other bodies. Not all goals will be achievable, but it is up to everyone in the community to ensure that we continue the process and realise the vision we have for the parish.

The Steering Group would like to thank the Countryside Agency for the funding provided to produce the plan, and Teignbridge District Council, Devon County Council and especially Bishopsteignton Parish Council for their assistance, as well as the Across the Coastline Regeneration Co-ordinators and the Teignmouth Regeneration Partnership.

If, as a result of reading this Plan, you would like to add your name to the list of working group volunteers please email sjwright@eurobell.co.uk or contact one of the Steering Group.