WHY HAVE A PARISH PLAN?

• To help local people influence the development of their own Parish
• To strengthen the sense of community
• To inform and guide the Parish Council
• To provide guidance to Planning Authorities and Services
• To promote the future prosperity of Kilkhampton

How the Parish Plan was Produced

In October 2001 the Parish Council published an Outline Kilkhampton Plan. This was based on ideas put forward at public meetings held in the previous year and residents' responses to reports in the Parish News. More ideas were received and the plan was discussed with a District Council officer.

An application was made to The Countryside Agency and a Parish Plan grant was received at the end of March 2002. Parishioners were invited to join a working group of Parish Councillors and we now have four of each in the team.

Consultants were appointed and Survey Forms, based on the various topics raised during the previous consultation and discussed at other Parish Meetings, were produced and delivered by hand to every household in the parish during July.

Just over half were completed, with responses from 402 adults and 39 young people. This was sufficient to make the survey statistically valid.

The returns were collated confidentially and a Report with some analysis was delivered by hand in early October.

A public display and a public meeting were held during November 2002, with many more comments added to the over 200 individual remarks that had been made on the survey forms.

The working group then wrote, published and distributed this Parish Plan, with its Proposals and recommended Actions. It has been seen and approved by the Parish Council.
Kilkhampton is a thriving North Cornwall parish, straddling the A39 Atlantic Highway. It extends from the dramatic coastline in the west to the Tamar Lakes in the east. The population of about 1,300 is largely concentrated in the main village of Kilkhampton and the two smaller hamlets of Stibb and Thurdon.

This is an ancient settlement with an important place in local history. The centre of the village has been declared a Conservation Area and several buildings are Listed. These include the Grade 1 Listed Parish Church, which is of national significance. The Saxon field pattern is included in the Conservation Area.

Farming and associated trades are still important, but the last fifty years have seen the growth of the holiday trade. It is estimated that there are over 2000 visitors resident each night at the peak of the season.

There is a strong sense of community in which all sectors of the population come together to celebrate major events and the uniqueness of this very special parish.

There is a wide range of businesses and attractions within the parish

We have three places of worship, a primary school, a village hall (Grenville Rooms) and a chapel room. Our sports field includes a well-equipped children's play area and a club house.

There are two public houses, a fish & chip shop and a restaurant/tea rooms; a post office, two general stores, a butcher, a baker, a long-established draper, a farm shop and a petrol station.

You can also buy electrical goods, furniture, bicycles and art, gardening, building and DIY goods. There is an agricultural engineer, a heavy plant contractor, several building and allied trades concerns and a number of businesses from home.

Visitors are catered for by a major holiday and leisure complex, fishing and water sports facilities, a children's adventure park, a riding stable, bed and breakfast establishments, and several chalet, caravan and camping sites.

We also have a Norman castle site, the remains of the Great House at Stowe, a beautiful beach, nature reserves and a network of country footpaths.

What parishioners have already done together

Over recent years, by working together and in partnership with others, a lot has been achieved.

- Establishing and maintaining a network of waymarked footpaths, supported by the millennium map and a booklet, which help to attract visitors to the parish.
- Building the first phase of craft workshops at Wayside.
- Improving the Grenville Rooms, including the new car park, which has led to much increased use of this excellent village hall.
- Achieving traffic calming measures, which have gone at least some way towards keeping our village safe.
- Improving the children's play area at Lamb Park.
- Keeping going so many successful clubs, societies and festivals.
- Always performing well in the Best Kept Village competition - sometimes winning.
- Keeping everyone informed through the Parish Magazine and a Kilkhampton Website.
- Reviving the Village Fete. Celebrating the Millennium so well and the Queen's Jubilee so famously.
- Building superb drama, art and sports facilities at Kilkhampton Primary School, which will include a community office and IT equipment, for use by all.
There has been a water services embargo in force in Kilkhampton for too long. Nevertheless, the village has continued to grow since the mid 1980s, mainly through development of Rosecott Park, Priestacott Park and Whitecroft Way. Increasing numbers of properties are not connected to mains drainage and have their own sewage systems.

Within the 1999 Local Plan development boundary are three areas with planning permission for housing. All have their own sewage systems. There remains room for a small amount of infill.

Two areas to the east of the village centre, which have had planning permission in the past, now fall outside the development boundary.

The District Council reviewed and fixed the Stibb development boundary during 2002. The Parish Council has recommended a brown field site at Bryder Farm, which conforms to the Local Plan, for any further development.

75% of respondents to the survey felt that housing development should be continued, with only 7% opposed to further growth.

An imprecise question about the rate of growth made analysis of the response difficult. Had the question said "in the next ten years", as originally intended, interpretation would have been easier. The Parish Council interprets the response as meaning that the present rate of growth is generally acceptable and may be continued, but not exceeded.

A full range of house sizes was supported, with a preference for two and three bedroom homes, although 30% of respondents included one bedroom homes in their choice.

Opinion as to location appeared to be split in the survey, but the public display phase resulted in the majority of choices being made for building in the two areas to the east of the village mentioned above (see map p.8).

75% of respondents supported the need for the building of affordable housing, whilst some 7% thought they might be in need of such housing within the next five years.

Several comments were made emphasising the need to retain the character of the village, to build affordable homes for young people and to keep affordable homes available.

There is growing concern about the large number of private sewerage systems in the village. In the survey there was 80% support for expansion of the sewage works.
Proposals

- In the short term there is sufficient land with planning permission within the development boundary to maintain the present rate of growth for up to four years, amounting to about thirty houses.
- There should be no further housing until the capacity of the sewage works is expanded sufficiently to connect all existing properties to mains drainage with surplus capacity to allow further growth.
- In preparation for sewage improvements, plans should be drawn up for the development of land to the east of the village that had planning permission in the past. This should be based on a new village road and have pedestrian links with the village centre.
- Ribbon development along the A39, which is beginning to separate housing from the village centre, should be curtailed. Development to the west, which risks impinging upon an area of Great Landscape Value, should be discouraged.
- Any further development, other than infill, at Stibb should be on the brown field site at Bryder Farm previously proposed by the Parish Council and indicated on the map below.
- Plans should provide for a full range of house sizes and include a proportion of affordable housing.
- Styles of building should conform to the North Cornwall District Council Design Guide.

Action on Housing

The Parish Council will:

1. Immediately advise the District Council of their short-term and long-term housing proposals. Work with them to create a ten-year housing strategy for the Parish to be incorporated into the Local Plan.
2. Request the District Council to conduct an enquiry into affordable housing needs in the parish within the next two or three years.
3. Support national and local measures intended to further control the rate at which affordable homes pass into the open market.
4. Press South West Water to implement a sewage improvement scheme within the next three years. Seek the support of the District Council and the County Council in so doing.
The volume of traffic and its impact on business, safety and the environment has been a cause for debate for several years.

The main road through Kilkhampton village centre is the A39. Until 2002 this was a trunk road controlled by the Highways Agency. In 2002, the road was de-trunked and became the responsibility of the County Council who added the title "Atlantic Highway", officially launched in October 2002.

In 1992 an average of 3,500 vehicles per day drove through Kilkhampton, peaking in that year at 6,300 per day in August. The Highways Agency forecast for year 2015: average per day 6,000; August average per day 11,000. On a daily basis, the village centre can vary from being jam-packed with vehicles, making the road difficult to cross, to there not being a moving vehicle in sight.

Proposals to install double yellow lines in order to ease the flow of traffic have been rejected in favour of residents’ parking. Most village centre houses do not have off-street parking. There is also a view that parked vehicles may help to slow traffic and so increase safety.

Traffic calming measures were installed during 2000, after which speed tests conducted by the Highways Agencies were pronounced satisfactory. Consultation with the Parish Council and parishioners was late in the process and had little impact on the outcome.

The Highways Agency made detailed proposals for a by-pass during the mid 1990s but no by-pass was built. The Cornwall County Council Draft Structure Plan, published in October 2002, makes no reference to a Kilkhampton by-pass.

As far as is known, there have been no fatal or serious injury traffic accidents in the village centre for a considerable period of time.

In December 2002 and January 2003, the County Council carried out a series of minor but important improvements to the main road through the village, including widening pavements and raising kerbs. Both matters were brought to the attention of the Highways Agency during the traffic calming consultation and earlier.

Two thirds of respondents felt that the traffic passing through the village helped to increase custom to our shops and services and to encourage the holiday trade.

Only a little over half were concerned about noise and pollution, but over 80% felt the traffic level was potentially dangerous. Many residents were much concerned about excessive speed.

There was strong support for an extra central car park. A site opposite the Parish Church was favoured at the Public Display (see map p.8).

Although a majority favoured consideration of a by-pass, more than a third were opposed. Nearly two-thirds supported investigating a new village road as an alternative to a by-pass.

Additional traffic calming measures were strongly supported.

More than thirty traffic-related comments were posted during the consultation phase. Issues raised most frequently were speed checks, provision for cyclists, pedestrian crossing points and further traffic calming measures. There was a proposal that traffic accidents be monitored by the Parish Council, including those in recent years.
Proposals

• A plan should be drawn up for the construction of a new village road to the east of the village, close enough to be seen not as a by-pass but as an integral part of the village. The road should be within the 30 mph limit with built-in measures to restrict traffic to that speed. The road should be accessed via a roundabout on the main road at each end with signs clearly offering a choice between “village centre and facilities” and “through traffic”. There should be pedestrian access to the village centre.

• This road should be seen as an alternative to pressing for a by-pass at this stage. Splitting rather than diverting traffic should help to retain business for local shops and services. Traffic through the village centre may not reduce if long term traffic growth predictions prove to be accurate.

• This road should provide access to sites for future housing and employment needs.

• The road development should be accompanied by marketing measures referred to in the Environment, Tourism and Leisure section of this Plan.

• Further traffic control measures are required to promote public safety.

• Further measures regarding pedestrian and cyclist safety and amenities should be considered.

• A site should be found for an extra village centre car park.

Action on Roads and Traffic

The Parish Council will:

1. Immediately inform Cornwall County Council of their concern over the absence of a solution to Kilkhampton's traffic issue in the Deposit Draft Cornwall Structure Plan and propose that the Structure Plan be duly amended.

2. Immediately request a meeting with the County Council to discuss the proposal for a new road, and propose that County conduct an appraisal of the project including full consultation with residents of the parish, within the next two to three years.

3. Request of the County Council the construction of a mini-roundabout, or other appropriate measure, at the B3254 (East Road)-A39 junction.

4. Request the County Council to provide up-to-date traffic flow figures during 2003 for Kilkhampton village centre in order that they can be compared with projected figures.

5. Request the County Council to reposition speed limit signs on East Road and West Street/Underhill and to establish a Stibb speed limit during 2003 or as soon as is legally possible.

6. Follow-up proposals for an additional village centre car park.

7. Seek funding to allow for consultation on other traffic related issues raised during the recent public consultation.

8. Establish a system for monitoring traffic accidents within the parish.
Environment, Tourism & Leisure

As the first village in Cornwall actually on the A39 Atlantic Highway travelling south, Kilkhampton is in a unique position to attract visitors and holiday makers. With the nearest railway station some thirty miles distant, the leisure industry here is dependent upon the motor vehicle, primarily the motorcar.

Kilkhampton is a well-serviced centre with a wide range of attractions and businesses. There is scope for improving these, increasing their number and further promoting their use. During the peak summer season the population is more than doubled for there is a broad range of accommodation available from camping to 5-star self-catering. At least one major tourist complex in Kilkhampton attracts around 50,000 visitors a year.

The Parish Council owns the Lamb Park sports field and children's play area. They also hold the Grenville Rooms in Trust on behalf of parishioners. A unique position to attract visitors and holiday makers. With the nearest railway station some thirty miles distant, the leisure industry here is dependent upon the motor vehicle, primarily the motorcar.

Survey and Public Consultation

Nearly three quarters of respondents supported measures to enhance the quality of life by the removal of overhead cables, the provision of landscaping projects and better street lighting. These factors relate to the village of Kilkhampton itself but there is overwhelming support for improving the cleanliness and tidiness of the parish as a whole.

This support would envisage the Parish Council taking responsibility from both District and County Councils, thus enabling the community to maintain the environment more efficiently.

The survey results show clearly that residents wish to increase the number of visitors and holidaymakers coming to the parish by:

- production of a guidebook
- association with the Atlantic Highway project
- use of modern communication by further developing the website
- posting of road side information for promoting the range of services and attractions.

The survey also indicated strong support for developing new facilities at Lamb Park, the Parish Council owned sports field, and for a luncheon club to be based in the Grenville Rooms. Both the main survey and the young people's survey showed strong support for developing a youth centre or meeting place, to be run largely by young people themselves.

Background

The long-standing historical association with the Grenville family and the proximity of the North Cornwall Heritage Coast are magnets for visitors, providing opportunities to extend their use of facilities in Kilkhampton. The Parish Council owns the Lamb Park sports field and children's play area. They also hold the Grenville Rooms in Trust on behalf of parishioners. These facilities provide leisure opportunities, as will the new development at the school. There is also a range of private ventures that provide leisure activities of benefit to both residents and visitors.

It is important to recognise that improvements that may enhance quality of life for parishioners will also increase the attractiveness of the parish to visitors. This is why Environment, Leisure and Tourism are treated as a whole. Promoting the tourist trade may well have a greater impact upon the economic progress of the parish than further development of light and service industry, for tourism is not just a provider of summer jobs but is becoming an all-year-round industry.
Proposals

- The environment of Kilkhampton should be improved by the removal of overhead cables in the Conservation Area, the provision of landscaping schemes and improved litter bins, and by taking responsibility for village cleaning and verge maintenance.
- Promotion of the parish as "Grenville Country" and as a centre and destination for visitors.
- Provision of additional car parking in the village centre should be pursued.
- Requirements of young people of the parish should be investigated, alongside the possible provision of a youth centre.
- Improvement and extension of leisure facilities at Lamb Park should be implemented.

1. Seek advice from Parish Councils that have successfully removed overhead cables, prior to meeting with District and County Councils to discuss landscaping improvements to the village centre.
2. Negotiate with District and County Councils for a funding package that will allow the Parish Council to consider operating village cleaning and verge maintenance within the 30 mph area and in any other locations deemed practicable and advisable.
3. Continue to press the District Council to improve the provision and emptying of litter bins.
4. Reinstate the concept of "Grenville Country" as a means of promoting the Parish.
5. Keep fully informed of the progress of the Atlantic Highway Project and seek to involve Kilkhampton in those elements that seem to benefit the parish.
6. Negotiate with interested parties regarding the production of a Kilkhampton Guidebook and the further development of the Kilkhampton Website.
7. Negotiate with the County Council regarding promotional signing of Kilkhampton.
8. Provide advice and support, and an element of match funding in cash or kind, to any properly constituted groups of parishioners seeking to establish and run a skate boarding facility, a youth centre or a luncheon club, subject to planning restraints and the Council's satisfaction with proposed arrangements.
9. Create a fitness circuit at Lamb Park, subject to a satisfactory feasibility study and the availability of grant funding.
10. Review the equipment in the Play Area in the light of comments made in the Youth Survey.

Action on Environment, Tourism and Leisure

The Parish Council will

- Seek advice from Parish Councils that have successfully removed overhead cables, prior to meeting with District and County Councils to discuss landscaping improvements to the village centre.
- Negotiate with District and County Councils for a funding package that will allow the Parish Council to consider operating village cleaning and verge maintenance within the 30 mph area and in any other locations deemed practicable and advisable.
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- Create a fitness circuit at Lamb Park, subject to a satisfactory feasibility study and the availability of grant funding.
- Review the equipment in the Play Area in the light of comments made in the Youth Survey.
Education

Kilkhampton is proud of its popular and successful Primary School, which will shortly open new facilities achieved as the result of years of persistence and hard work by D.A.S.C.H., a voluntary group. As part of a major fund-raising package, this venture has received crucial financial support from the Parish Council. There will be scope for out-of-hours childcare and for a range of educational courses, including computer skills and leisure activities.

There are well established Pre-School and Parent and Toddler groups based in the Grenville Rooms. There is some possibility that these may be able to move into their own premises at the school in due course. The Grenville Rooms also house occasional adult courses.

There is a wide range of adult courses available in nearby towns, but using Kilkhampton as a sub-centre could assist in reducing the number of car journeys and improving access to courses.

Survey and Public Consultation

Just over half of the adults and most of the young people felt that they already had adequate access to computers. 110 respondents expressed an interest in using the computers at the school, whilst 169 were interested in receiving computer training.

A wide range of other adult education classes was suggested.

A small number of parents indicated that they would make use of the proposed child care facilities.

Proposals and Actions on Education

Although not their direct responsibility, the Parish Council should continue to use its influence to further education in the parish.

The Parish Council will:

2. Continue, via the Management Committee, to make the Grenville Rooms available for early years’ education and occasional adult courses for as long as is needed.
3. Support the D.A.S.C.H Committee and its successor in providing an appropriate range of adult education and leisure pursuits.
4. Negotiate with D.A.S.C.H. regarding the management of the community office facility that will be part of the new development.
Services and Utilities

Background and Survey

Cornwall County Council classes Kilkhampton as a "main village". It is the largest village in Cornwall north of Camelford and is situated on a major traffic route. Population has grown by a quarter in the last ten years and is likely to continue to grow. It is reasonable to examine the services available and to ask if they match the growing population and importance of the parish.

Health
The Stratton Health Centre has an outreach surgery three days a week in Kilkhampton. This will soon be replaced by a mobile surgery with additional facilities. This promise of an improved service explains why the health issue was not included in our survey.

Police
The parish falls within the responsibility of the Police Station in Bude. Most Police presence in the parish appears to be in response to emergencies rather than as a matter of routine. In the survey less than half were satisfied with the work of the Police. There was very strong support for the concept of a Neighbourhood Watch scheme.

Library
The mobile library service in Kilkhampton has recently been reduced, whilst there is no service in Stibb. The mobile library is used by one person in eight. This may or may not be a low level of usage, but the service is no doubt important to its users.

Mains Gas & TV/Telecommunications Cable
Kilkhampton is not connected to either of these amenities. Parishioners are thus deprived of the cash benefit of competition and are unable to enjoy the full benefit of advances in technology. The lack of cable links may also adversely affect employment growth in the parish. In the survey, nearly two thirds would welcome mains gas and half would welcome the TV/telecommunications cable.

Proposals

- Devon and Cornwall Constabulary should be informed of the survey findings and asked for their comments and proposals.
- The County Library Service be approached to discuss the level of use of the mobile library.
- Providers of mains gas and TV / telecommunications cable services should be approached and lobbied to bring these amenities to the parish.

Action on Services and Utilities

The Parish Council will

1. Communicate with the Devon and Cornwall Constabulary as proposed.
2. Discuss the use of the mobile library with the County Library Service. In particular, to ask what has been the effect of reducing the service.
3. Consider means by which service providers can be approached.
Transport

Kilkhampton is dependent on motor transport. The nearest railway station is a forty-minute drive away, and even longer by bus. The nearest mainline station of economic interest is in Exeter, fifty miles away.

Bus services are very spasmodic and unreliable, with limited destinations. The service to Bude is inadequate and confined to daytime. There is a weekly service to Holsworthy on market day. Access to Bideford, Barnstaple and Exeter is constrained by timetable restrictions.

Long distant coach services are available in Bude.

A postal survey of rural transport in the area is about to be conducted by the Bude and District Forum. As part of this survey, they will propose a public meeting in each parish. This survey will seek new ways to cope with rural transport problems.

Survey and Public Consultation

Fewer than one in ten respondents often finds difficulty in journeying away from their home. A similar small number regard the bus as their main means of transport and use a bus once a week or more.

More than three quarters use the car as their main means of transport, whilst the vast majority make little or no use of the bus. Aside from the 60% preferring to use their own transport, the prime reasons for the not using buses are infrequent-and-limited services and unreliability. Cost was not a factor for 95% of those who responded. Comments spoke of the special reasons why some people depend on the bus and of the particular problems bus users may meet.

This pattern of transport was repeated in the Youth Survey. Although this age group showed a greater inclination to walk, the inability to "get there and back home afterwards" was a constraint for one quarter. It is also noteworthy that out-of-school activities undertaken away from Kilkhampton outweighed those in the village by two to one.

Proposals

• Attention should be paid to meeting the needs of the small group that relies on public transport, and to making public transport more attractive to other users.

Action on Transport

The Parish Council will:

1. Continue to co-operate with the Bude and District Forum to seek new solutions to local transport problems. The results of the Kilkhampton survey have already played a part in the structure of the area survey.
Kilkhampton has depended upon agriculture as its economic engine, but since 1945 tourism has grown to be more than just a minor money-spinner. A steady increase in population has also enabled small businesses to proliferate. Until the erection of the rural workshops at Wayside, funded by the District Council, all employment in the parish resulted from private ventures. Redundant sites have been redeployed, whilst some developments have been on green field sites. The Wayside development has been subject to a number of restrictions which may have contributed to its low impact on unemployment in the parish. There are local and regional proposals to broaden the range of skills employed by attracting new technologies. These will include research and development, design, and information technology. The lack of telecommunications/broadband in Kilkhampton would work against such developments locally.

District Council policy allows for small-scale development within or close to villages, as long as it fits the village environment. The Local Plan seeks to discourage car journeys by creating local job opportunities, although most new employment will be located in towns.

The Survey posed only one direct question on employment. The response strongly supported further light industrial and service industry in the parish. There were also comments that backed further small enterprise and others supporting the present mix. Stress was laid on retaining Kilkhampton as a thriving, working community without losing the village atmosphere.

The Public Display asked about locations. Responses suggested two possibilities: one close to the Wayside workshops; the other in or near Millstone Park (see map on p.8).

- Further employment opportunities should be encouraged.
- The nature of employment we hope to attract should be carefully considered.
- The nature and location of employment growth should not damage the village environment.
- The usefulness of the restrictions placed upon the Wayside development should be reviewed.
- Any redundant farm buildings should be considered as potential work units.
- The preferred sites chosen at the Public Display should be indicated as areas for future employment development.

The Parish Council will:

1. Seek to increase and enhance employment opportunities in the parish whilst protecting the village environment and atmosphere.
2. Discuss the above proposals with the District Council during their review of the Local Plan.
Many residents have ideas that can develop the parish whilst others would wish to see little change. But change will happen. There needs to be a system of managing that change so that it will be seen as progress by all sectors of the community.

Could This Be Kilkhampton In Ten Years Time?

Any Plan must have an Objective, however simple. A picture of how Kilkhampton may have progressed in the next few years is one way of stating such an objective. Success may be judged by how far the parish has moved towards this picture.

• Drivers will be stopping in Kilkhampton because they want to use our shops and facilities rather than because traffic is congested. Those who do not wish to stop will follow a designated through route. There will be better parking facilities, traffic speeds will be reduced and there will be a safer traffic environment.

• Improvements to the village centre and careful marketing will be attracting more visitors, as well as enhancing the environment for residents.

• The village will have grown steadily, with new housing concentrated close to the village centre and its facilities. There will be a range of housing suitable to all ages, incomes and families.

• More people will be finding employment in the parish, especially younger people who have benefited from technological education and training.

• Developments in public transport and new village amenities will give parishioners better access to employment, education and leisure activities.

• There will be satisfaction with the progress achieved. Kilkhampton will continue to see itself as a thriving, friendly and integrated community.

Working Together

This planning process has already allowed everyone to contribute their views and ideas.

The Parish Council has much to do, but all cannot be left to them. The list of recent successes, early in this document, shows that much can be achieved by parishioners taking on responsibility and leadership. Involvement of more parishioners will be needed, particularly if the Environment, Tourism and Leisure projects are to be established and operated successfully.

The Parish Plan working group is a combination of elected councillors and interested volunteers. Such a working party can be of invaluable help to the Parish Council in many ways, such as: assisting volunteer groups; helping with any future research or information gathering; helping the Council monitor progress.

The population of Kilkhampton is a valuable human resource with a varied mix of age groups, skills, expertise and experience. They should take every opportunity to contribute.

Recommendations

That the Parish Council should establish:

• A priority list for action, recognising that each ambition contained in the Plan may not be achieved simultaneously.

• A method of regularly reviewing progress and reporting both detailed plans and progress to the community as a whole.

• A properly constituted Parish Plan sub-committee, with specified aims and functions, allowing for the co-option of volunteers.

That the Parish Council should retain the Report document for future consultation, as well as the full list of individual Survey and Public Display comments that may not specifically have been addressed in the Plan.