



Mid Devon District Council

Local Plan Review: Scoping Report

Representation made on behalf of

Messrs Cole, Cottrell & Persey

August 2013

- 1.1. This brief representation is made in response to the Scoping Report published in July 2013. We welcome the opportunity to engage with the local planning authority in planning for the future needs of Mid Devon beyond the current development plan timescale.
- 1.2. Our response is structured in the same order as the Scoping report and aims to focus on specific questions posed throughout.
- 1.3. Paragraph 1.13 - A key policy driver should be the policy exhortation in paragraph 47 of the NPPF to boost significantly the supply of housing and we welcome the acknowledgement of under delivery of housing.
- 1.4. Paragraph 1.14 – We consider that the forthcoming SHMA should be progressed as a matter of urgency and ensure that any historic shortfall is addressed adequately across the housing market area. We would welcome clarification of timescales for publication of this important element of the evidence base.
- 1.5. Paragraph 1.30 – we note reference to demographic changes and the high need for affordable housing as stated in the text box under this paragraph. This should be a key driver for seeking to provide a significant boost to housing land supply (to ensure delivery of both market and affordable housing).
- 1.6. Paragraph 1.34 – We comment on growth outside the main centres below, but wish to comment specifically on the Neighbourhood Planning process. In our view, it is for the Local Plan to meet the growth needs of all settlements within the plan area, including villages. Neighbourhood Plans can supplement and complement this identified growth, but planning for villages should not be left to Neighbourhood Planning, which can be used as a charter for non-planning and not meeting objectively defined needs.
- 1.7. Paragraph 2.6 – This paragraph acknowledges the current limited role that villages are seen as playing. We consider that this should change; villages and rural areas have affordable housing needs and the only mean to address is to plan for growth.

1.8. Options (amount and distribution of development) – We consider that the spatial strategy for the plan area requires revisiting. It is unnecessary to specify detailed splits across the district. In our view, an alternative distribution scenario should be explored fully; this could include option 2 and/or option 3. It will be helpful for the local planning authority to spread the load in terms of an additional sources of supply of housing. Allowing for growth in rural areas taps into a different market that means that objectively defined needs are more likely to be met. As an illustration, delivery of 1,000 dwellings within the plan area is more likely from a range of sites spread throughout different settlements than it is from fewer sites in Tiverton, for example. This is due to the existence of different markets, where Tiverton is one market that can only sustain so much supply, whereas development in many settlements represents a multitude of markets that can, when taken together, accommodate more demand and thus supply.

1.9. In particular, we commend the land shown on the attached for consideration under option 3. We show a very crude diagram showing the land ownership (all previously submitted in response to the SHLAA call for sites) and how a new settlement could be delivered near Junction 27 of the M5 and Tiverton Parkway Mainline Railway Station. The land is not subject to any protective designation, but adjoins land subject to flood risk to the west. A 'green buffer' can be provided to separate the new community from Sampford Peverall, which should retain its own distinct identity. Access from the highway network can be achieved within the land ownership, although further work on impacts on the trunk road network and the wider highways network would be required.

1.10. We draw attention to paragraph 52 of the National Planning Policy Framework, which states that *"the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities"*. One only has to look at neighbouring East Devon to see what can be achieved with positive planning towards a new community at Cranbrook. The land owned by Messrs Cole, Cottrell and Persey provides a similar opportunity for Mid Devon to provide an exemplar new community. WE look forward to

discussing this with the local planning authority in more detail as it works on preparing its Local Plan.

1.11. Paragraph 2.20 – We agree with the sentiment expressed in this paragraph. It is essential that the Local Plan identifies sufficient land so that the market can deliver the housing that is required. To overprovide housing land supply is a much better option than undersupplying. With the latter, an unfortunate consequence can be planning by appeal, as noted.

1.12. Options (Housing) – Option 2 is clearly the only realistic option. Paragraph 158 of the NPPF requires a proportionate evidence base to inform the policy making process.

1.13. Paragraph 2.26 – It is important to acknowledge that housebuilding forms an important economic activity that also assists with recovery from the recession.

1.14. Options (Villages) – Option 2 is preferable.

1.15. Options (Managing development) – Option 2 is clearly preferable.



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Land at Sampford Peverell, M5 J27

Mid-Devon Local Plan Review

Technical Representations on Transportation

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Project Number	0151
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1 Introduction

- 1.1 This technical note has been prepared to respond to the second stage of consultation on Mid Devon District Council's (MDDC) new Local Plan. It considers the transportation issues associated with the proposed allocation of land for mixed-use development known as "Morrells Farm" or "Land at Sampford Peverell, M5 J27".
- 1.2 The land under control of Messrs Cole and Cottrell in the vicinity of Sampford Peverell amounts to around 45 ha located to the east of the existing village of Sampford Peverell and to the west of the M5 motorway and Exeter-Bristol mainline railway.
- 1.3 The site provides the potential for a mixed use community which might comprise around 750 dwellings with some employment development, additional local facilities and the potential to enhance Sampford Peverell School with new facilities in the site.
- 1.4 The Local Plan Review Options Consultation report dated January 2014 defines this site as a Mixed-Use Consultation Site (referred to as Morrells Farm). The table in para 3.107 specifies a gross site area of 32ha potentially providing 768 dwellings identified through the SHLAA. The Local Plan Review Policies Map is reproduced in Appendix A to this Technical Note.

2 Site Accessibility

- 2.1 The site incorporates and fronts onto a significant length of the existing access road linking Tiverton Parkway railway station with the main road leading through Sampford Peverell (known as Lower Town). Sampford Peverell village centre is located approximately 400m to the west of the site boundary.

- 2.2 Figure 1 (appended to this Technical Note) highlights the location of the site with respect to existing local facilities in Sampford Peverell together with approximate walking distances/times.
- 2.3 The closest existing Primary School (Sampford Peverell Primary School) is located in the village to the west of the site within approximately 800m (10 minutes' walk) of the edge of the site. For secondary education the site falls within the catchment of Uffculme School which is within approximately 2400m.
- 2.4 There are currently existing convenience retail opportunities located within Sampford Peverell village centre approximately 400m from the site. A small newsagent is located within Tiverton Parkway railway station, and further convenience retail is also present at Tiverton Parkway service station immediately to the east of the M5.
- 2.5 The closest existing employment opportunities exist at Swallow Court Business Park adjacent to the A38 to the east of the M5 junction. Mid Devon Business Park in Willand is situated within 1600m to the south of the site.
- 2.6 Figure 1 (appended to this Technical Note) also highlights the extent of the local area accessible within around a 2.0km (7 minute) cycle ride of the site. As shown on Figure 1 this includes all areas of Sampford Peverell and extends to Mid Devon Business Park in Willand as well as Uffculme Secondary School. The site is also highly accessible to National Cycle Route 3 that passes through Sampford Peverell (and onwards to Tiverton), and the associated spur that leads south to Willand via Tiverton Parkway Railway Station taking advantage of bridges over the railway and motorway. It is therefore considered that cycling could offer a feasible means of accessing local facilities beyond Sampford Peverell by a sustainable mode of travel.
- 2.7 For journeys further afield, the site is highly accessible to Tiverton Parkway railway station which is located within 300m of the site boundary. This would provide an excellent opportunity for part walk/cycle and part rail journeys to work in Exeter, Taunton or Bristol. As well as employment, the proximity of the station will also provide an attractive option for journeys to larger education, health, retail and leisure establishments thereby minimising the number of residual car trips on the local and strategic road networks.
- 2.8 The nearest bus stops to the site are located at Tiverton Parkway railway station (300m) and within the centre of Sampford Peverell (400m/5-10 minutes' walk of the site). The existing bus services available from this location are summarised in Table 1 below:

Table 1: Existing Bus Services from Tiverton Parkway/Sampford Peverell (The Globe)

Service Number	Destinations	Typical Frequency (each way)		
		Mon - Fri	Sat	Sun
1	Exeter – Cullompton – Willand (Mid Devon Business Park) – Uffculme – Tiverton Parkway Station – Sampford Peverell - Tiverton (Petroc College) and return	14 journeys/day	12 journeys/day	5 journeys/day

- 2.9 As highlighted in Table 1, the site benefits from being part of the Route 1 link between Tiverton and Exeter and so has an hourly service Mondays to Fridays and Saturdays.
- 2.10 It is considered that the existing bus service in the local area would provide excellent opportunities to travel to larger education, retail, employment and health facilities further afield using a sustainable mode of travel. Clearly the proposed allocation

would generate an increase in potential patronage for local bus services that would help to underpin their viability (or create the potential to enhance).

- 2.11 The proposed allocation is for a mixed use development. As well as the new housing, the scale of the development would provide the opportunity to provide additional employment and other new local facilities which could include a GP surgery, Post office, convenience retail and enhanced facilities for the primary school etc due to the critical mass that would be generated. This would ensure some degree of internalisation of trips, and minimise the residual impact of outbound journeys.
- 2.12 Although distinct from Sampford Peverell, the scheme would be allied to the existing village and as well as serving residents at the new development the new employment, convenience retail and other local services would also be accessible from the main village thereby enhancing the accessibility of the existing settlement.

3 Access Strategy

- 3.1 As noted above, the access road to Tiverton Parkway Railway station passes through the proposed allocation. This no-through route currently comprises a rural lane with derestricted speed limit. This would be improved and incorporated into the scheme, potentially with frontage development, with footways along either side, a reduced speed limit to 30mph and street lighting provided throughout. As well as servicing the new development, this improved link would also enhance the accessibility of Tiverton Parkway railway station for pedestrian trips from Sampford Peverell.
- 3.2 The lane forms the minor arm of a simple priority junction with Lower Town, where the opportunity exists for an improved "gateway" junction to be provided to enhance visibility of the development and the existing village of Sampford Peverell. It is anticipated that this would be provided in conjunction with a reduction in the speed limit within Sampford Peverell to 30mph.
- 3.3 The proposed allocation also fronts onto Lower Town to the west of the station junction. This would provide the opportunity for an additional pedestrian, cycle and vehicle access. Drawing 0151/SK/01/A attached to this note highlights an indicative junction arrangement at this location. There is sufficient development frontage for this junction to be enlarged if required.
- 3.4 As shown on Figure 1, an existing Public Right of Way (PROW) leads through the site, providing a link to the cycle path crossing of the M5 to the east and Lower Town in the centre of Sampford Peverell to the west. The masterplan for the development would be designed to accommodate this PROW, with the section passing through the scheme upgraded to provide hard surfacing, drainage and street lighting etc.
- 3.5 The internal site layout would be developed using the principles set out within Manual for Streets, including that of the Walkable Neighbourhood where a range of local facilities that residents may comfortably access on foot are situated within 800m/10 minutes' walk. The new street leading to Tiverton Parkway Railway Station would be a minimum of 6m in width to facilitate improved access for buses. A series of Street Character Types would be defined within the development to encourage legibility. These would be based on the street users' needs, and prioritise sustainable modes of travel including public transport where appropriate. In the main, carriageway widths of between 4.8m and 6.0m would be provided for the principal and secondary streets, with some sections of shared space incorporated into the proposals to reduce vehicle dominance and encourage slower traffic speeds. It is also the aim that the use of

shared space will help to create high quality spaces that encourage the use of sustainable modes of travel.

- 3.6 Vehicular traffic arising from the proposed allocation would clearly interact with junction 27 of the M5. It is understood that an improvement scheme for the junction is being brought forward and therefore it is anticipated that capacity would be available at that location for journeys from the site by car that have to use the M5.

4 Summary & Conclusions

- 4.1 In summary, the site is considered to be accessible to a range of existing local facilities within a reasonable walking distance in Sampford Peverell and around junction 27 of the M5, including employment, education and convenience retailing. The proposed mixed use allocation would also provide the opportunity for other additional local employment and community facilities to be provided, thereby increasing the accessibility/sustainability of the site and ensure some degree of internalisation of trips.
- 4.2 Tiverton Parkway Railway Station is also highly accessible from the site providing excellent opportunities for travel over longer distances using a sustainable mode of transport helping to reduce the traffic impact over the wider highway network. Existing local bus services also provide opportunities to travel to larger retail, education, health and employment destinations by a sustainable mode of travel.
- 4.3 Although distinct from Sampford Peverell, the scheme would be allied to the existing village and as well as serving residents at the new development the new local services would also be accessible from the main village thereby enhancing the accessibility of the existing settlement.
- 4.4 There are a number of opportunities to provide access to the site for pedestrians, cyclists, public transport and general vehicular traffic. Improvements to the local road network, particularly at the gateway to Sampford Peverell and the access route to Tiverton Parkway Railway station, can form part of the development proposals.
- 4.5 The internal site layout would be developed using the principles set out within Manual for Streets, including that of the Walkable Neighbourhood where a range of local facilities that residents may comfortably access on foot are situated within 800m/10 minutes' walk.
- 4.6 In conclusion, it is considered that the mixed use site will enable the delivery of sustainable development in transport terms, as required by the NPPF. An access strategy for development at the site has been identified and this would be agreed with Devon County Council as part of the normal Transport Assessment process.
- 4.7 Therefore, there are not considered to be any highways or transportation issues that should prevent the proposed allocation being included adopted Mid Devon Local Plan.

AWP