

Mid Devon

Local Plan Examination

Hearing 2: Policy SP2 (Sampford Peverell)

27 September 2017

Devon County Council Position Statement

Statement prepared August 2017

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1. Introduction

- 1.1. This statement has been prepared to answer question 15 as posed by the Planning Inspector in relation to the Policy SP2 (Sampford Peverell) matter for the Mid Devon District Council Local Plan Examination. The question is:

Q15: Is the proposed allocation properly accessible, for pedestrians in particular?

- 1.2. A full response to the question and associated issues is included in the following section of the statement.

2. Response to question 15

Q15: Is the proposed allocation properly accessible, for pedestrians in particular?

- 2.1. The policy map (<https://www.middevon.gov.uk/media/342692/sampford-peverell-january-2017.pdf>) shows the location of the proposed residential development to the west of Sampford Peverell.

Pedestrian Access

- 2.2. The Devon County Council response to the Local Plan Review Submission (incorporating proposed modifications) Consultation, February 2017, acknowledges that the Sampford Peverell development will “increase pedestrian demand towards the town centre, and its related attractions and facilities and appropriate contributions towards improvements to the routes for safe pedestrian access will be sought through the development management process”.
- 2.3. National Planning Policy Framework (NPPF, paragraph 35) states that developments should prioritise pedestrian and cycle movements; have access to public transport; and deliver safe and secure layouts that minimise conflicts between cars and pedestrians/cyclists. The Local Plan extends this to say that “walking and cycling routes should be high quality, attractive and direct”.
- 2.4. The Local Plan has an allocation for 60 dwellings in this development area. There are three available pedestrian routes from the development towards the village centre each of which has its own advantages and disadvantages. From the development, these are:
1. North East via Higher Town and Lower Town
 2. South West via a country lane and along the canal path
 3. South East via Turnpike and Lower Town
- 2.5. Several facilities such as the primary school and churches are situated along the North East route. There is not a consistent footway along Higher Town; however this road has low traffic levels. Higher Town is narrow and the development is expected to access onto Turnpike (which is of a higher standard) therefore there is unlikely to be an increase in traffic on Higher Town as a result of the development. This pedestrian route is therefore considered to be acceptable given the size of development.
- 2.6. The South West route is attractive and free from traffic along the canal however it is the least direct of the three options. In addition the country lane connecting the canal path to the development site has no footway and is bendy, contributing to poor forward visibility for pedestrians and drivers on this section. This route would be improved if a more direct, segregated footway was delivered between the development and the canal path.

- 2.7. The South East route is the most direct of the three options towards the village centre. There is a twenty metre section west of the Turnpike/Higher Town junction where there is no footway; however due to the direct nature of this route this is unlikely to deter pedestrians. The carriageway width and physical constraints, such as the adjacent stone walls, make it difficult to deliver a footway along the twenty metre section.
- 2.8. The developer has been tasked to investigate options for improving these routes further through the development management.

Access by other modes

- 2.9. Access to the highway network for private vehicles is most likely to be to the south via Turnpike. From here drivers can access the local road network to travel to the village centre or Tiverton. The development is a ten minute drive to the M5, providing good access to the strategic road network, Public transport provision consists of an hourly bus service that can be taken from Turnpike to go to Tiverton and Exeter. Tiverton Parkway is the nearest train station and is a 10 minute bus ride or 25 minute walk from the development. The connectivity to the road network and public transport is considered to be acceptable for this development

3. Summary

- 3.1. In summary, the County Council is of the view that there is a potential for safe pedestrian accessibility, but further work is needed on the detail of the pedestrian routes through the development management process.