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Acc

From: JANINE ANNING
Sent: 27 April 2015 11:25
To: Local Plan Review
Subject: LOCAL PLAN REVIEW - REPS RE. SOUTH MOLTON ROAD BAMPTON - MR COLIN ROWLAND
Attachments: CR.LPR.LETTER.SOUTH MOLTON ROAD.pdf; CR.70003353 Technical Note 1 South Molton Rd Bampton LP Submission TN1 V1-2.pdf; CR.08223713-3551-101-P2 Site NS5 Highway Layout Plan-2.pdf; CR.Figure 1.pdf

Dear Sir/Madam

I write in the above connection and attach representations under the Plan Review on behalf of Mr Colin Rowland:

Covering Letter J Anning to MDDC, dated 24th April 2015
Technical Note (WSP), dated 21st April 2015
Plan - Highway Layout 08223713-3551-101-P2 NS5
Location Plan (Fig.1)

I trust that this is all in order. I would be grateful if you would kindly confirm receipt.

Yours faithfully

J Anning



JANINE ANNING

LAND PLANNING SERVICES

Friday, April 24, 2015

**Local Plan Review
Mid Devon District Council
Phoenix House
Phoenix Lane
Tiverton
Devon EX16 6PP**

Dear Sir/Madam

**MID DEVON DISTRICT COUNCIL - LOCAL PLAN REVIEW 2013-2033
BAMPTON - RESIDENTIAL DEVELOPMENT - SOUTH MOLTON ROAD**

I write in the above connection and on behalf of the landowner to comment on the District Council's proposed allocations for residential development in Bampton, which proposals do not include the above site.

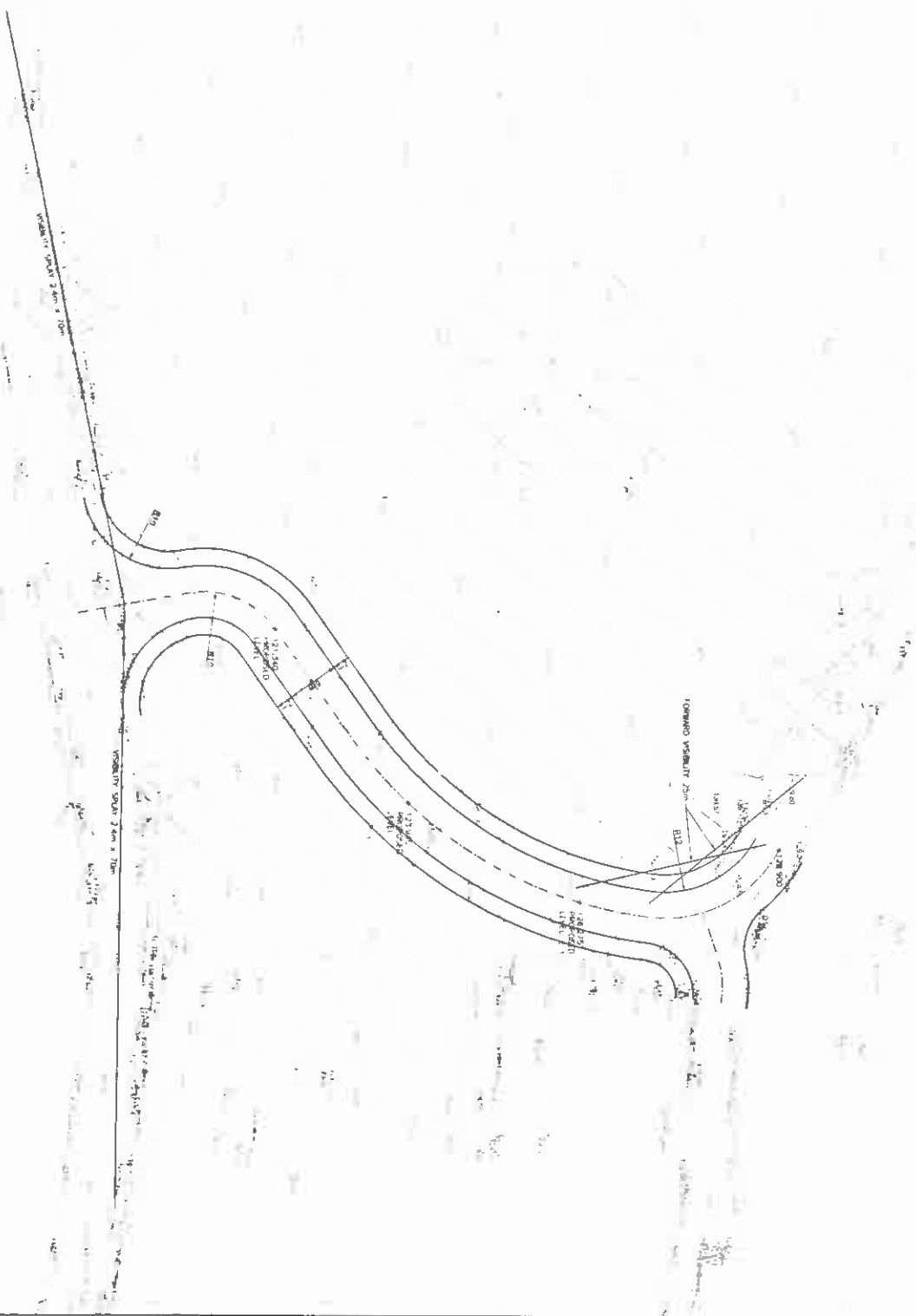
I refer to the attached Technical Note (WSP dated 21st April 2015) which considers the South Molton Road site for highways access, sustainability and drainage and further identifies potential benefits arising from allocation of this site over the Council's proposed allocations.

Having regard to the findings it is respectfully submitted that these render South Molton Road the most appropriate site to deliver to Bampton's growth over the Plan period. The site is available and deliverable without delay and accordingly should be allocated in preference to those remote from the village.

Yours faithfully

J Anning

The project has been prepared in accordance with the requirements of the Traffic Signs Regulations and General Directions (TSRD) and the Traffic Signs Manual (TSM). The project has been prepared in accordance with the requirements of the Traffic Signs Regulations and General Directions (TSRD) and the Traffic Signs Manual (TSM).



NOTES
 1. 100 MET SCALE FROM THE DRAWING.
 ANY DIMENSIONS TO BE REPORTED TO THE ENGINEER.

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SITE NS5
HIGHWAY LAYOUT PLAN

FABER MAUNSELL | AECOM
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NO.082371303551/01
 P2

TECHNICAL NOTE



Job Title	Land at South Molton Road, Bampton
Subject	Local Plan Submission
Project Number	70003353
Date	21 April 2015
Client	Colin Rowland
Prepared by	Iain McNeill
Checked by	Jon Lloyd
Authorised by	Iain McNeill
File Ref	P:\70003353 - South Molton Road, Bampton\C Documents\Reports\70003353 Technical Note 1 South Molton Rd Bampton LP Submission TN1 V1.docx

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1.0 INTRODUCTION

- 1.1 This Technical Note provides the baseline support for the allocation of the site at South Molton Road, Bampton for residential development in the emerging Mid Devon Local Plan. The note considers highways access, sustainability and drainage, and sets out the merits of the site as well as the potential benefits that can be delivered.
- 1.2 The site is located on the western edge of Bampton, immediately adjacent to the existing built up area of Bampton, between High Street to the north and the B3227 South Molton Road to the south. There are limited sections of footway on High Street, which is also very narrow, however, there is a continuous footway to the proposed site entrance on the B3227 South Molton Road.
- 1.3 The western boundary of the site is a minor road that links the High Street and the B3227 South Molton Road. This route is of very poor quality, in terms of width, gradient, junction layout and surfacing.
- 1.4 The site slopes fairly steeply down from the northwest to the southeast. The High Street and B3227 South Molton Road both slope down to the east towards the town centre with the High Street gradient slightly steeper than South Molton Road. The site has a significant level difference to the B3227 South Molton Road along much of its frontage, and the most appropriate point of access to the site is from the south west corner, where the levels meet.
- 1.5 From the junction of South Molton Road and the proposed site access, South Molton Road travels west to South Molton, with an uphill gradient, which is steep in places, but currently serves no principal destinations for pedestrians. High Street also travels with an uphill gradient to the west after the access junction to the site, but also with no significant destinations for pedestrians.
- 1.6 Further to the west, the High Street and South Molton Road connect to the A396, the principle route connecting to Tiverton in the South and Minehead to the North. To the east, both roads meet Luke Street which serves the main services and facilities of the town.
- 1.7 The site and the local services and facilities are shown in Figure 1.

2.0 HIGHWAYS ACCESS

- 2.1 An access scheme has previously been designed to serve the site, and was submitted with a planning application in 2009. The scheme provided a link across the site between the B3227 South Molton Road and the High Street, with a priority junction on the B3227 and a change of priority layout with the High Street. The draft layout, attached as drawing 08223713/3551/101 Rev P2, shows the proposed arrangement, which was agreed in principle with the Highway Authority.

Local Plan Submission

- 2.2 The scheme achieves a full standard layout with appropriate visibility splays at both junctions, a carriageway which allows safe two-way traffic movement and footways to both sides of the road. It also provides the opportunity for local betterment for the highway network.
- 2.3 The lower section of the High Street, between the site and the junction with the B3227 is narrow and lacking in footways, with front doors opening straight onto the road. The change in priority and the provision of an alternative route between the High Street and the B3227 will allow traffic to avoid the narrow section of the High Street.
- 2.4 The new link would also remove the demand for use of the lane that forms the western boundary of the site, for anything other than access to the property and field served by the lane. The existing lane is mainly single track without footways and has very limited visibility splays at its junctions with the B3227 and High Street, as well as a very difficult alignment at the B3227.

Summary

- 2.5 The site can be provided with a full standard access, that will deliver not only vehicular and pedestrian access to the site, but also off site benefits. The provision of the link across the site would provide relief to both the High Street and the lane, to the benefit of highway safety, especially vulnerable road users.

3.0 SUSTAINABILITY

Pedestrian Accessibility

- 3.1 The site is highly accessible in terms of walking, with even the furthest edges of Bampton within a 1.5km walk. The whole of the village is subject to a speed limit of 30mph; the majority of roads within the village have footways and are also fronted by residential dwellings. These features make walking a safe and realistic option for all destinations within the village.
- 3.2 There is a continuous footway from the site entrance along South Molton Road to the village centre, with the local convenience food store only 300m from the site. The Primary School is approximately 550m from the site along the B3227, West Street and School Close.
- 3.3 The local employment is focused in the town centre and the small industrial estates on Station Road, Lords Meadow Lane and Scott's Business Park. These are all continuously connected to the site by footways and footpaths.

Cycle Accessibility

- 3.4 There are no formal cycling facilities within Bampton although the roads within the village of Bampton itself are conducive to cycling given their quiet nature and low speeds. As all destinations within Bampton are so close to the proposal site, then they can all be considered to be within easy cycling distance.
- 3.5 There are many opportunities and choices to cycle for recreational purposes, however, it is unlikely that many persons would chose to cycle for commuting trips due to the distance to the main towns in the area.

Public Transport

- 3.6 The table below shows that despite Bampton's relatively remote and rural location, three bus services pass through the village and access a variety of locations. The principal service is the 25 operated by First Bus which runs between Taunton and Dulverton with 12 services in each direction per weekday, including services appropriate for commuting.
- 3.7 The service 398 operated by Beacon Bus runs between Tiverton and Minehead, with 7 services in each direction per weekday, including services appropriate for commuting and travel to School in Tiverton. The service 307 operated by TT Coaches is a very limited service which runs between Tiverton and Minehead, with 2 services in each direction on a Saturday.
- 3.8 The bus stops are located at the junction of the High Street and the B3227 South Molton Road and a Bus shelter, seating and a bus information board are provided. These stops are within 100m of the site.

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Summary

3.9 The site is, for a small rural location, very well provided for in terms of sustainable travel opportunities, both for local movement within the town and travel on the wider network.

4.0 DRAINAGE

4.1 The planning application in 2009 was supported by a Flood Risk Assessment and drainage strategy that was accepted by the Environment Agency. The site is in Flood Zone 1 and has no identified risk of flooding from any sources.

4.2 A drainage strategy based upon infiltration was produced, on the basis of soakage testing undertaken on the site.

4.3 The site can be connected to the foul sewer network with connections on High Street and on the B3227 at West Street.

Summary

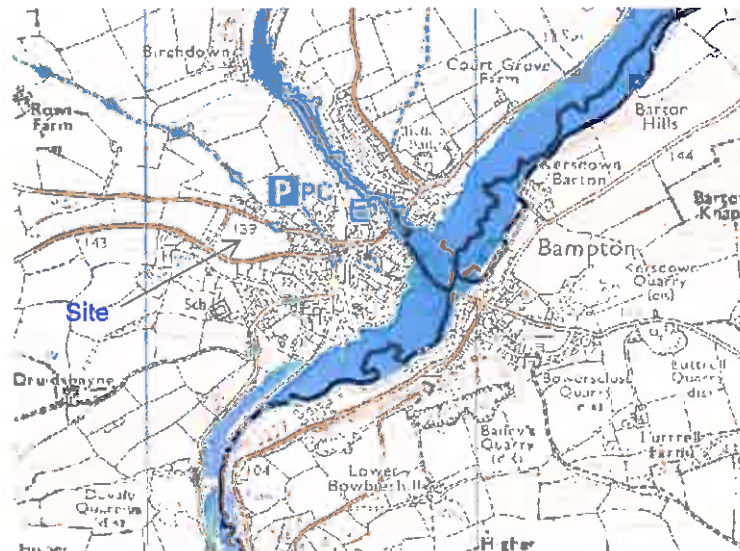
4.4 The site is not at risk from flooding and can be provided with a surface water drainage strategy based upon the SUDs principles. The site can also connect to the foul drainage network close to the site.

5.0 ALTERNATIVE SITES

5.1 The potential for other sites to come forward for Bampton is very limited, in particular if they are to benefit from sustainable transport links. The topography of Bampton such is that sites to the east and north of the town are at the top of, or on steep hills, and are poorly related the services and facilities available within the town. Highway access is also more constrained with lengths of single track carriageway leading away from the town in those directions.

5.2 Alternative sites to the west would be further from the town than this site, and again would be further up steeper slopes. Sites to the south west would have limited access potential along West Street, and would encourage travel on inappropriate roads to the wider network.

5.3 The potential sites within and close to the town, in the valley, suffer from flooding issues from the River Bathern. The extract from the Environment Agency Flood Map below shows the issue for most other low lying sites.



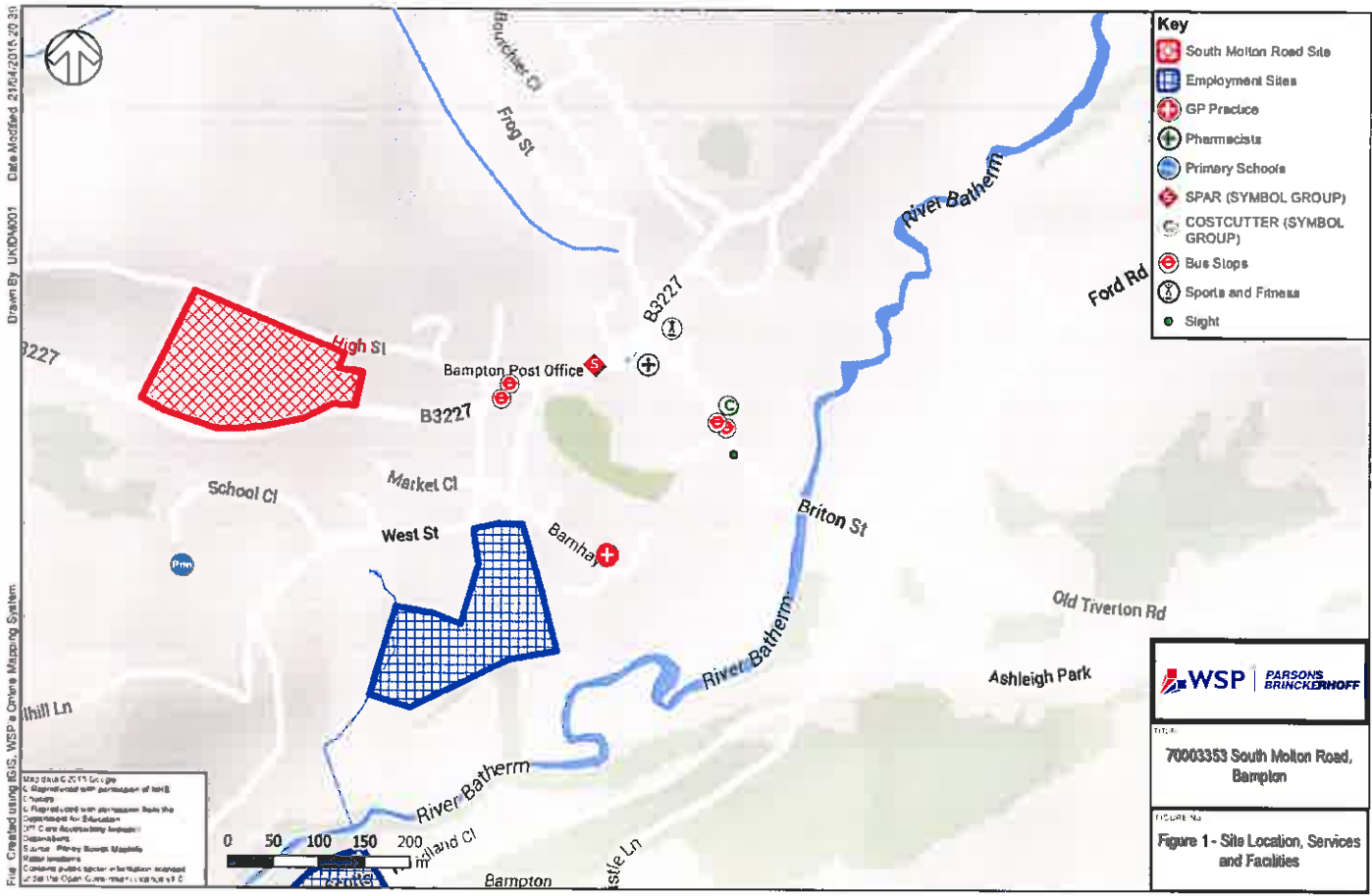
6.0 CONCLUSION

6.1 The site is considered to be appropriate and deliverable for residential development. It is able to be developed without delay and can come forward to address any under delivery on other sites, or replace sites which do not come forward.

6.2 The site is sustainable, can deliver highway safety improvements and is able to deliver a drainage strategy based upon SUD's principles.

Local Plan Submission

6.3 There are not considered to be any more sustainably located sites that are deliverable.



[Red hatched square]	South Molton Road Site
[Blue hatched square]	Employment Sites
[Red circle with white cross]	GP Practice
[Green circle with white cross]	Pharmacists
[Blue circle with white cross]	Primary Schools
[Red diamond]	SPAR (SYMBOL GROUP)
[Green diamond]	COSTCUTTER (SYMBOL GROUP)
[Red circle with white center]	Bus Stops
[Circle with person icon]	Sports and Fitness
[Black dot]	Sight

Drawn By: UKIDM001 Date Modified: 21/04/2016 10:30

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<p>70003353 South Molton Road, Bampton</p>	
<p>Figure No Figure 1 - Site Location, Services and Facilities</p>	

