

## **ADVERSE IMPACT OF TWO RURAL HOUSING DEVELOPMENTS ON CYCLING** Date: 5<sup>th</sup> July 2023

From: David Hendy at staverton@jhendy.co.uk

To: South Hams District Council at strategic.planning@swdevon.gov.uk

[Superscripts denote page numbers. Pertinent text is highlighted with a yellow background.]

### **Introduction**

1. I am a 64-year-old male who for several years has enjoyed the health benefits of riding more miles on my unassisted bicycle than in my car. This has included cycling to Ashburton, Buckfastleigh and Bens Farm Shop at Staverton for services and supplies, and cycling every week in the last 6 months to Totnes for my weekly food shop.
2. This note questions the grounds on which decisions were made to grant permission to build fourteen new houses on arable land at Beara Farm <sup>4,5</sup> and nine new houses at Whiteway Farm <sup>4,6</sup>. It is hoped that any valid points raised in this note are considered in any future application.

### **The sites on which permissions have been granted**

3. Prior to development the Whiteway Farm site in December 2017 comprised seven barns in a poor state of repair. Four of the barns were either vacant or demolished, one was not part of the development, one was being used for site parking, and one was being used as a domestic garage and wood store/ cutting area <sup>7-11</sup>.
4. The Beara Farm site consisted of arable land and disused agricultural sheds <sup>12,13</sup>.
5. Both housing developments are within 0.4 miles of where I have lived for the last 17 years. They also lie on roads which I have been cycling every week to Ashburton & Totnes. Before development, the sites made no or very little contribution to traffic. The site at Beara Farm was a green field site and the site at Whiteway Farm consisted of six dilapidated barns, <sup>14</sup> of which four were found to be abandoned in 2017 <sup>7,8</sup>.

### **How the new houses will increase traffic on the local roads**

6. The County Highways Authority of Devon County Council in the Planning Application Report for Whiteway Farm implied that there was HGV type traffic emerging from the old site, that this traffic was significant, and its elimination would largely offset any increase in residential car traffic from the new site <sup>15</sup>. I have cycled the road outside the site on a frequent and regular basis for the last few years and I believe that I have good awareness of the traffic which was emerging from the old site. I was not aware of any such HGV traffic and do not agree with that assessment. The report also described the roads local to the development as "woefully inadequate in width terms" <sup>15</sup>. I agree with that.
7. In addition to this, no consideration was given to the combined impact on local traffic of the two housing developments. The impact from each was only considered in isolation.
8. The following considers the combined impact. Data from the 2011 Census shows that there were 140 occupied households in an area which surrounds the development sites and lies within one mile of Woolston Green <sup>16</sup>. Unfortunately 2021 Census data at each full postcode had yet to be released at the time of writing this so 2021 data in this area was not available. However developments in the last 10 years have been minimal. This means that the 23 new houses being built is likely to increase

housing stock by about 16%. A large proportion of the new houses being built are large, family homes<sup>17</sup>. These families will use local roads for commuting and daily school runs to Kevics, Steiner and St Christophers. This may elevate the number of cars originating from and returning to the new houses above those for existing houses. If so, this will increase local cars by more than the 16% given by the number of new houses. Even if the increase is 16%, this will lead to significantly more conflicts between cyclists, car drivers and service vehicles. It will also disproportionately endanger cyclists on account of their greater vulnerability when collisions occur. These housing developments and the increased traffic which they will cause are likely to lead to fewer people cycling due to safety concerns. Ultimately residents will not cycle on roads which they do not consider to be safe.

### **History of road accidents submitted by the police which have incurred injury**

9. Conflicts will occur within a mile of the village centre at Woolston Green. This area contains the two housing developments together with three stretches of road which require care<sup>4</sup>. When traveling out of Woolston Green, they are (a) the blind bends towards Totnes approaching Fursdon, (b) the blind bends leading to Buckfastleigh and (c) the steep and narrow road towards Ashburton and the A38 north of Thornecroft. The steepness and narrowness of the road towards Ashburton coupled with poor visibility makes it difficult to avoid collision. However I have only witnessed accidents on the road leading to Buckfastleigh and this was on 3 occasions.
10. In 2013 Devon County Council requested Cambria Consulting Limited to prepare a Transport Statement for the development site at Beara Farm<sup>18,19</sup>. In their report Cambria Consulting referred to data illustrated by CrashMap. CrashMap shows the locations of accidents submitted by the police to the Department for Transport involving personal injury. None of the three incidences which I have witnessed appears in data shown by CrashMap. This may have been because none of them incurred personal injury. However in the statement written by Cambria Consulting which referred to data up to the end of 2012, it stated that there have been no recorded injury accidents in the vicinity of the development site and showed a map extending about 0.5 miles from the development site. They then concluded from this that the local highway network operates safely<sup>18</sup>. CrashMap data plotted within one mile of Woolston Green reveals that police submitted in the eleven years from 2002 to 2012 details of seven accidents involving personal injury<sup>20</sup>. On my map<sup>4</sup> the locations of these accidents are shown in red and labelled by the year in which each accident happened.

### **How these housing developments will do the reverse of what needs to be done**

11. Since 2016 the transport sector has been the UK's leading contributor to carbon emissions, so if the UK is to stand any chance of meeting its obligations to reduce its emissions it has to address transport. Electric vehicle (EV) cars do not offer a low impact form of transport for several reasons. Firstly, large carbon emissions during manufacture and recycling of the car and its batteries currently exceed those of an Internal Combustion Engine (ICE) car. Secondly, in Quarter 4 of 2022 the majority of the UK's electricity was still being generated by non-renewables so substantial carbon emissions still occur when EV cars are charged. Thirdly, although the sale of new Internal Combustion Engine (ICE) cars is to be banned in 2030, a significant proportion of cars on UK's roads may still be ICE cars for several years after 2030. For these reasons and the urgency with which transport emissions need to be reduced, cycling should be embraced as a serious form of transport and provision made so that cycling becomes safe. Furthermore, car ownership and usage has to be discouraged<sup>21</sup>. These housing developments are being introduced with no accompanying new

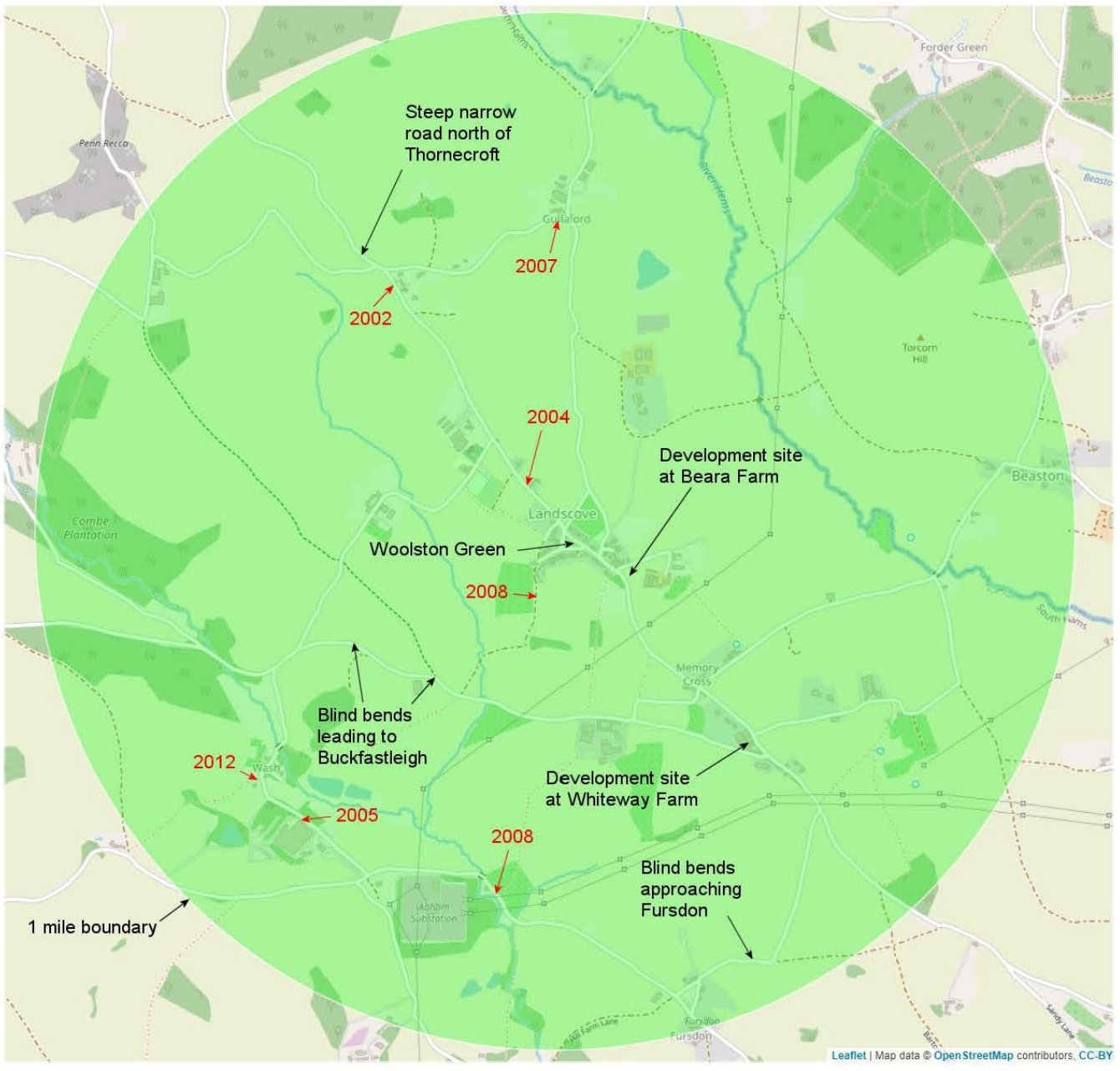
provision for cycling on nearby roads. Increasing the strain on an already woefully inadequate road network will make it less safe for cyclists and consequently encourage car use over bicycle use. This is the reverse of what needs to be done.

## Conclusions

12. In granting permission to develop these two housing development sites I find it hard to accept the following conclusions made in granting permission. Firstly, HGV type traffic from the old Whiteway Farm site was significant and its elimination would largely offset any increase in new traffic. Secondly, the impact of development traffic on roads surrounding the Beara Farm site will be minimal. Thirdly, there have been no recorded injury accidents in the vicinity of the Beara farm site and that the local highway network operates safely.
13. As a result of granting permission to develop these two sites I believe both traffic levels and the incidence of road accidents will increase significantly. Local roads will be used less by cyclists because of heightened concerns regarding safety. As such, failure has occurred to properly consider the implications of increased traffic on the safety of road users and cyclists in particular. This is at a time when there is an urgent need to reduce carbon emissions from cars. In view of this need, all plans to provide new housing should be obliged to discourage car usage and this is an attitude towards planning which should be proactive. This clearly was not the case when granting permission to develop these two sites.

Copied to:

- [cycling@cyclenguk.org](mailto:cycling@cyclenguk.org) (Cycling UK promotes cycling)
- [south@sustrans.org.uk](mailto:south@sustrans.org.uk) (Sustrans is custodian of the National Cycle Network)
- [simon.ouldridge@gmail.com](mailto:simon.ouldridge@gmail.com) (Simon assists Sustainable Staverton which is a Climate Action Group. This group helps people living in Staverton Parish to reduce their carbon footprint)
- [clerk.stavertonnpc@gmail.com](mailto:clerk.stavertonnpc@gmail.com) (Staverton Parish is a go-between between residents & SHDC)
- [customer.services@swdevon.gov.uk](mailto:customer.services@swdevon.gov.uk) (SHDC is responsible for local planning)
- [kirsty.mccaskill-baxter@dft.gov.uk](mailto:kirsty.mccaskill-baxter@dft.gov.uk) (Kirsty is Head of Comms at Active Travel England. ATE helps transport authorities like DCC to provide active travel infrastructure)
- [brian.hensley@devon.gov.uk](mailto:brian.hensley@devon.gov.uk) (Brian is Development Manager at Highways and Transport, Devon County Council. DCC decides how funds from central government are spent in Devon)
- [bernadette.kelly@dft.gov.uk](mailto:bernadette.kelly@dft.gov.uk) (Bernadette is Permanent Secretary for the Department for Transport. The DfT sets transport policy & allocates transport funding to transport authorities like DCC.)
- [anthony.mangnall.mp@parliament.uk](mailto:anthony.mangnall.mp@parliament.uk) (MP Anthony Mangnall presents the interests of his constituents in Totnes to parliament)
- [jacqi.hodgson@devon.gov.uk](mailto:jacqi.hodgson@devon.gov.uk) (County Councilor Jacqi Hodgson presents the interests of people living in Totnes & Dartington to DCC)
- [hello@bensfarmshop.co.uk](mailto:hello@bensfarmshop.co.uk) (Ben's Farm Shop at Staverton lies close to the end of a quiet farm track. This track offers cyclists traffic-free access to the shop from Landscope and Staverton when the track is not muddy and water-logged)



**Title:** Location of housing developments, road sections where care is needed, and accidents involving personal injury

**Key:** Dates in red denote dates of accidents submitted by the police to DfT involving personal injury

**Source:** <https://www.freemaptools.com/radius-from-uk-postcode.htm>

## Details

**Planning Application Ref:** 1419/20/FUL

**Applicant Name:** Mr A Abrams - Landscope Eden Ltd

**Description:** READVERTISEMENT (revised plans received) Demolition of existing concrete barn and construction of fourteen dwellings including five for shared ownership/affordable rent (resubmission of 2176/18/FUL)

**Address:** Land West of Beara Farm Woolston Green Landscope

**Officer Name:** Jacqueline Houslander

**Application Date:** 02 June 2020

**Target Determination Date:** 22 December 2021

**Agent Name:** Mr Michael Drake - Eden Land Planning Ltd

**Decision Date:** 23 December 2021

**Conditional Approval**

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**Title:** Beara Farm development site details

**Source:** <https://apps.southhams.gov.uk/PlanningSearchMVC/>

## Details

**Planning Application Ref:** 0146/18/FUL

**Applicant Name:** ATA Estates (Staverton) LLP

**Description:** Works to convert 8 storage buildings to 8 dwellings pursuant to Town and Country Planning (General Permitted Development)(England) Order 2015, Schedule 2, Part 3 Class P Prior Notification (50/2308/15/PNNEW)

**Address:** Whiteway Farm Staverton Totnes TQ9 6AL

**Officer Name:** Kate Cantwell

**Agent Name:** Mr Mark Evans

**Decision Date:** 23 December 2019

**Conditional Approval**

**Application Date:** 22 January 2018

**Target Determination Date:** 19 March 2018

## Details

**Planning Application Ref:** 1938/23/FUL

**Applicant Name:** Mr Tom Pratt - ATA Estates (Staverton) LLP

**Description:** Subdivision of unit 6 (approved under planning consent 0146/18/FUL) into unit 6a & 6b

**Address:** Unit 6, Whiteways Farm Staverton TQ9 6AL

**Officer Name:** James Gellini

[Comment on this application](#)

**Application within consultation/publicity period**

**Application Date:** 05 June 2023

**Target Determination Date:** 31 July 2023

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**Title:** Whiteway Farm development site details

**Source:** <https://apps.southhams.gov.uk/PlanningSearchMVC/>

## 2 THE SITE

### 2.1 Site Location

The site is located at Whiteway Farm, Staverton, Totnes, Devon. The British National Grid Reference of the site is 278284, 065462, and the postcode is TQ9 6AL.

The site is located within a rural area, approximately 2km to the northwest of the village of Staverton and 5km to the northwest of the town of Totnes. The surrounding topography is hilly.

Access to the site is gained via an unnamed road to the north of the site.

### 2.2 Site Description

The site is roughly triangular in shape, measuring approximately 100m x 80m, and slopes very gently down to the south.

The site comprises seven (7 No.) barns surrounded mainly by hardstanding and a grassed area to the far north and west of the site.

It is understood that Barns 1-6 (labelled on the site features plan, enclosed within Appendix D of this report (Dwg. No. 15178/SFP)) were all formerly part of a cider factory. These barns are generally steel-clad and/ or timber-framed with concrete flooring. At the time of the investigation, the majority of the barns were noted to be in a **poor state of repair**.

At the time of the walkover survey (July 2015), **Barn 1**, located in the north of the site, housed three original cider vats. This barn was being used for the storage of general domestic items, in the area of the former vats, and vintage vehicles with some repair facilities in the remainder of the barn. At the time of the investigation (December 2017), this Barn was being used as a **domestic garage and wood store/cutting area**. A manhole, covering, what appeared to be, a well, was observed outside the north of this building. At the time of the investigation the groundwater level was standing at 0.95m below existing ground level. The adjacent road, to the east of the barn, is sited approximately 2m higher than the ground floor of the barn and is supported by a concrete-block retaining wall.

In July 2015, **Barn 2**, located near to the centre of the site, was predominantly used for the storage of general domestic items, theatrical props and as a small workshop area. The original room, in the east of the building, was the only multi-storey structure on site and was in use for the storage for a caravan, chicken feed hopper and several domestic items. In December 2017, this barn had been cleared and was **vacant**. No access was made to the first floor of this barn or the western elevation, as these areas of the barn appeared structurally unsound.

At the time of the investigation, stockpiles of wrapped/ double-bagged asbestos were sited within a secured (fenced) area outside the south of Barn 2, ready for off-site disposal.

**Barn 3** is located in the east of the site and is split into two rooms. At the time of the previous walkover survey, the eastern room was used for boat and timber storage. A vehicle inspection chamber and several fuel/ oil stains were noted across the floor in the easternmost room. This barn has since been cleared and was **vacant** at the time of the site investigation.



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**Title:** Condition of the barns which were demolished at Whiteway Farm

**Source:** <https://portal.southhams.gov.uk/CivicaTownLive/civica/Resource/Civica/Handler.ashx/doc/pagestream?DocNo=7627949&pdf=true>

An underground tank, constructed of mass concrete, with two separate manhole/ access covers, was observed outside the north of Barn 3. It is understood that this is a former septic tank.

At the time of the walkover survey, Barn 4 was present in the south of the site. The barn was used as a domestic garage and for the storage of timber. In December 2017, the barn had been demolished, with only the concrete ground floor slab remaining.

Barn 5 and Barn 6 are present in the east of the site. Both were inaccessible during the previous walkover survey as they were being leased for storage. In December 2017, renovation works had begun on Barn 5. Barn 6 was vacant at the time of investigation. However, site observations suggest that it had previously been used as a garage/ workshop building for vehicle repair. A vehicle inspection pit was present within the approximate centre of the barn.

Barn 7, located in the far west of the site, was built in the 1960s, and, unlike the other barns, has a fibrous cement roof, and a concrete apron to the south. A chicken feed hopper is present in the northeast of the barn. In July 2015, this barn was primarily used for refurbishing furniture, for car repairs and storage. A number of oil/ fuel stains were noted across the floor. Prior to this, it is understood that it was used as a chicken shed and as a market garden. In December 2017, the barn had been cleared and was being used for site parking. Adjacent site levels suggest that the ground beneath the western end of the barn has been raised to facilitate the construction of the barn.

At the time of the previous report, several small block-built units were present to the southwest of Barn 2, within an area of overgrown vegetation. Anecdotal information suggested that these were previously used as a pigsty. At the time of the investigation, these units had collapsed and comprised broken timber at the ground surface.

Several trees/ shrubs which were present in the southwest of the site during the previous walkover survey have since been cleared, revealing what appears to be a linear drainage channel, running parallel to the road, which lies some 2m-3m below the level of the southern site boundary.

The site is bordered to the west by a residential dwelling and garden and to the north, east and south of the site by roads.



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**Title:** Condition of the barns which were demolished at Whiteway Farm

**Source:** <https://portal.southhams.gov.uk/CivicaTownLive/civica/Resource/Civica/Handler.ashx/doc/pagestream?DocNo=7627949&pdf=true>





**Title:** Satellite view of the Whiteway Farm site before development

**Source:** [https://satellites.pro/UK\\_map#50.476163,-3.717485,19](https://satellites.pro/UK_map#50.476163,-3.717485,19)



Figure 1. The old cider works at Whiteway Farm



Figure 2. The northwest elevation of Barn 1



Figure 3. The southeast & northeast elevations of Barn 4



Figure 4. The northeast elevations of Barn 3 (in foreground) & Barn 4 (in background)



Figure 5. The northeast and southeast elevations of Barn 6

EcoLogic Consultant Ecologists LLP, 10 Elizabeth Avenue, Stoke Hill, Exeter, EX4 7EL  
[admin@ecologic-consultants.co.uk](mailto:admin@ecologic-consultants.co.uk) Tel: 01392 433016 [www.ecologic-consultants.co.uk](http://www.ecologic-consultants.co.uk)

**Title:** Photographs of the barns which were demolished at Whiteway Farm

**Source:** <https://portal.southhams.gov.uk/CivicaTownLive/civica/Resource/Civica/Handler.ashx/doc/pagestream?DocNo=7627949&pdf=true>



Figure 6. The southeast gable wall & northeast elevation of Barn 7



Figure 7. The northwest gable wall & southwest elevation of Barn 8



Figure 8. The southeast elevation of Barn 2.



Figure 9. The northeast elevation of Barn 3.

EcoLogic Consultant Ecologists LLP, 10 Elizabeth Avenue, Stoke Hill, Exeter, EX4 7EL  
[admin@ecologic-consultants.co.uk](mailto:admin@ecologic-consultants.co.uk) Tel: 01392 433016 [www.ecologic-consultants.co.uk](http://www.ecologic-consultants.co.uk)

Page 8 of 39

**Title:** Photographs of the barns which were demolished at Whiteway Farm

**Source:** <https://portal.southhams.gov.uk/CivicaTownLive/civica/Resource/Civica/Handler.ashx/doc/pagestream?DocNo=7627949&pdf=true>



**Title:** Satellite view of the Beara Farm site before development

**Source:** [https://satellites.pro/UK\\_map#50.480756,-3.721372,19](https://satellites.pro/UK_map#50.480756,-3.721372,19)

# Design and Access Statement

In Support of Planning Application for

## Land at Beara Farm, Landscope

On Behalf of Landscope Eden

Grainge Architects

14<sup>th</sup> May 2020

1.2.1 The proposed development comprises of the demolition of an existing concrete barn and the construction of 14 no. new dwellings with associated highways, infrastructure and landscaping.

4.1.2 The agricultural sheds on the site are **disused** and fabricated from unpainted concrete with corrugated fibre cement roofing.

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**Title:** Condition of the barns which were demolished at Beara Farm

**Source:** <https://portal.southhams.gov.uk/CivicaTownLive/civica/Resource/Civica/Handler.ashx/doc/pagestream?DocNo=7305983&pdf=true>

## Bat & Protected Species Surveys

The Former Ciderworks  
Whiteway Farm  
Staverton  
Devon  
TQ13 7NB



<b>Planning Reference:</b>		<b>Report Reference:</b>	171110 rev02
<b>Clients:</b>	Mr. Tom Pratt		
<b>Survey Date/s:</b>	2015: 6 <sup>th</sup> & 24 <sup>th</sup> August 2017: 29 <sup>th</sup> November		
<b>Report Date:</b>	January 2018	<b>OS Grid Ref:</b>	SX 78284 65469

### SECTION 3

### SURVEY SITE DESCRIPTION

#### 3.1 Surveyed Building/s

The former cider works is situated at the southeast extent of the Whiteway Farm land holding, which is located 0.6km southeast of the hamlet of Woolston Green and 1.7km to the north of the village of Staverton.

The former cider works is partially enclosed by trees and lengths of hedgebank along its southern and north-western boundaries, which are further bound by public highways. The north-western boundary is open, neighbouring a residential house and garden. The surrounding landscape is agricultural, dominated by hedgebank bound pasture fields.

The former cider works comprises of a complex of **dilapidated** barns/outbuildings situated on hardstanding (see Figures 1 to 9). The majority of the buildings are constructed from a combination of corrugated metal, corrugated fibreboard, wooden panelling/weather boarding and breezeblock.

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**Title:** Condition of the barns which were demolished at Whiteway farm

**source:** <https://portal.southhams.gov.uk/CivicaTownLive/civica/Resource/Civica/Handler.ashx/doc/pagestream?DocNo=3418644&pdf=true>

## PLANNING APPLICATION REPORT

**Case Officer:** Ben Gilpin

**Parish:** Staverton

**Application No:** 50/2308/15/PNNEW

**Agent/Applicant:**

James Wells Planning Ltd  
Top Floor Unit  
2 Western Hangar  
Lawrence Road  
Mount Batten  
Plymouth  
PL9 9SJ

**Applicant:**

Mrs K James  
c/o agent

**Site Address:** Whiteways Farm, Staverton, Totnes, TQ9 6AL

**Development:** Prior approval for change of use from storage or distribution (Class B8) and any land within its curtilage to 9no. dwellinghouse (Class C3)

**Recommendation:**

Prior Approval Not Required

- County Highways Authority

No objection:

*Whilst the direct vehicle access to the site is reasonable from a safety perspective, the roads leading to the site are woefully inadequate in width terms. I have interrogated TRICS and a standalone B8 distribution use class generates 1.3 trips per 100m<sup>2</sup> of GFA. Looking at the proposed layout it appears that the total GFA change of use to residential is 1612m<sup>2</sup>. So the existing site would have generated around 21 trips per day. A dwelling generates around 5 daily vehicle movements per day according to TRICS so 9 dwellings would be a total of around 45 two way trips per day. This leave a net increase of around 24 daily vehicle trips. I must have regard to the benefits the proposals would have in terms of reduced HGV movements to and from the site, should the buildings be converted. I think at appeal it would be argued there would be a significant reduction in HGV type traffic. Based on this the Highway Authority would be wise to accept an increase in residential car size traffic in exchange for the reduced HGV movements.*

*24 two way trips does not seem an unreasonable increase noting that equates to a worst case of an extra 2-3 vehicles in the peak hours/ day. I note there is reasonable forward visibility for drivers getting to and from the site so whilst the roads are narrow, drivers can drive to the conditions and if needs be reverse to safe passing spaces should they meet oncoming cars.*

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**Title:** How the submission made by County Highways Authority at Devon County Council for the Whiteway Farm development site dismissed any increase in traffic

**Source:** <https://portal.southhams.gov.uk/CivicaTownLive/civica/Resource/Civica/Handler.ashx/doc/pagestream?DocNo=3558774&pdf=true>

Postcode	Occupied Households
TQ11 0LB	4
TQ11 0LD	7
TQ13 7LE	4
TQ13 7LS	2
TQ13 7LT	3
TQ13 7LU	4
TQ13 7LX	8
TQ13 7LY	7
TQ13 7LZ	34
TQ13 7NA	7
TQ13 7NB	11
TQ13 7NE	1
TQ13 7NQ	3
TQ13 7RR	4
TQ9 6AJ	9
TQ9 6AL	6
TQ9 6AN	8
TQ9 6AW	5
TQ9 6BX	12
TQ9 6GB	1
TQ13 7FQ	0
TQ9 6GY	0
TQ11 0FA	0
<b>TOTAL NUMBER OF OCCUPIED HOUSEHOLDS</b>	<b>140</b>

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**Title:** Number of occupied households within 1 mile of Woolston Green

**Source:** [https://www.nomisweb.co.uk/output/census/2011/Postcode\\_Estimates\\_Table\\_1.csv](https://www.nomisweb.co.uk/output/census/2011/Postcode_Estimates_Table_1.csv)



## Plot 11, Woolston Green

Landscape

Plot 11 is a detached 3 bedroom home of approx. 1184 sqft which makes a great size for a 3 bedroom family home. The layout offers a fantastic full-depth kitchen/dining room opening out on to the rear garden and a generous living room. On the first floor are 3 bedrooms with the master having an ensuite shower room and a family bathroom serves the further 2 bedrooms. Outside is a level front garden and a larger garden to the rear. In addition are 2 off-road parking spaces to the front.



**Title:** Details of a new house at the Beara Farm Housing Development

**Source:** [https://media.rightmove.co.uk/32k/31524/133584050/31524\\_15db40fa-9c04-4c92-8ff8-16989e8028f2\\_DOC\\_00\\_0000.pdf](https://media.rightmove.co.uk/32k/31524/133584050/31524_15db40fa-9c04-4c92-8ff8-16989e8028f2_DOC_00_0000.pdf)

Report Title  
**TRANSPORT STATEMENT**

Project  
**RESIDENTIAL DEVELOPMENT  
WOOLSTON GREEN  
LANDSCOPE  
DEVON**

Report Reference  
**SOUTH HAMS D.CC1258/REP02/A**

13 JUN 2013  
PENARTH MARINA  
Client  
**TRAND**

Date  
**SEPTEMBER 2013**

50/0021/14

- 2.10 The website [crashmap.co.uk](http://crashmap.co.uk) has been used to research records of injury accidents that have occurred in the vicinity of the site. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. Incidents are plotted to within 10m of their location and are correct up to the end of 2012.
- 2.11 Figure 2 below shows that there have been **no recorded injury accidents** in the vicinity of the site and demonstrates that the local **highway network operates safely**.

Cambria Consulting Limited, Cambria House, 16 Plas St Pol De Leon, Penarth Marina, Cardiff, CF64 1TR

T 029 2009 3333

E [admin@cambria.co.uk](mailto:admin@cambria.co.uk)

W [www.cambria.co.uk](http://www.cambria.co.uk)

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**Title:** Transport Statement for the Beara Farm development site

**Source:** <https://portal.southhams.gov.uk/CivicaTownLive/civica/Resource/Civica/Handler.ashx/doc/pagestream?DocNo=711584&pdf=true>

Report Title  
**TRANSPORT STATEMENT**

Project  
**RESIDENTIAL DEVELOPMENT  
WOOLSTON GREEN  
LANDSCOVE  
DEVON**

Report Reference  
**SOUTH HAMS D.CC1258/REP02/A**

13 JUN 2014  
**PARIN - BRANNING** Client  
**TRAND**

Date  
**SEPTEMBER 2013**

50/0021/14

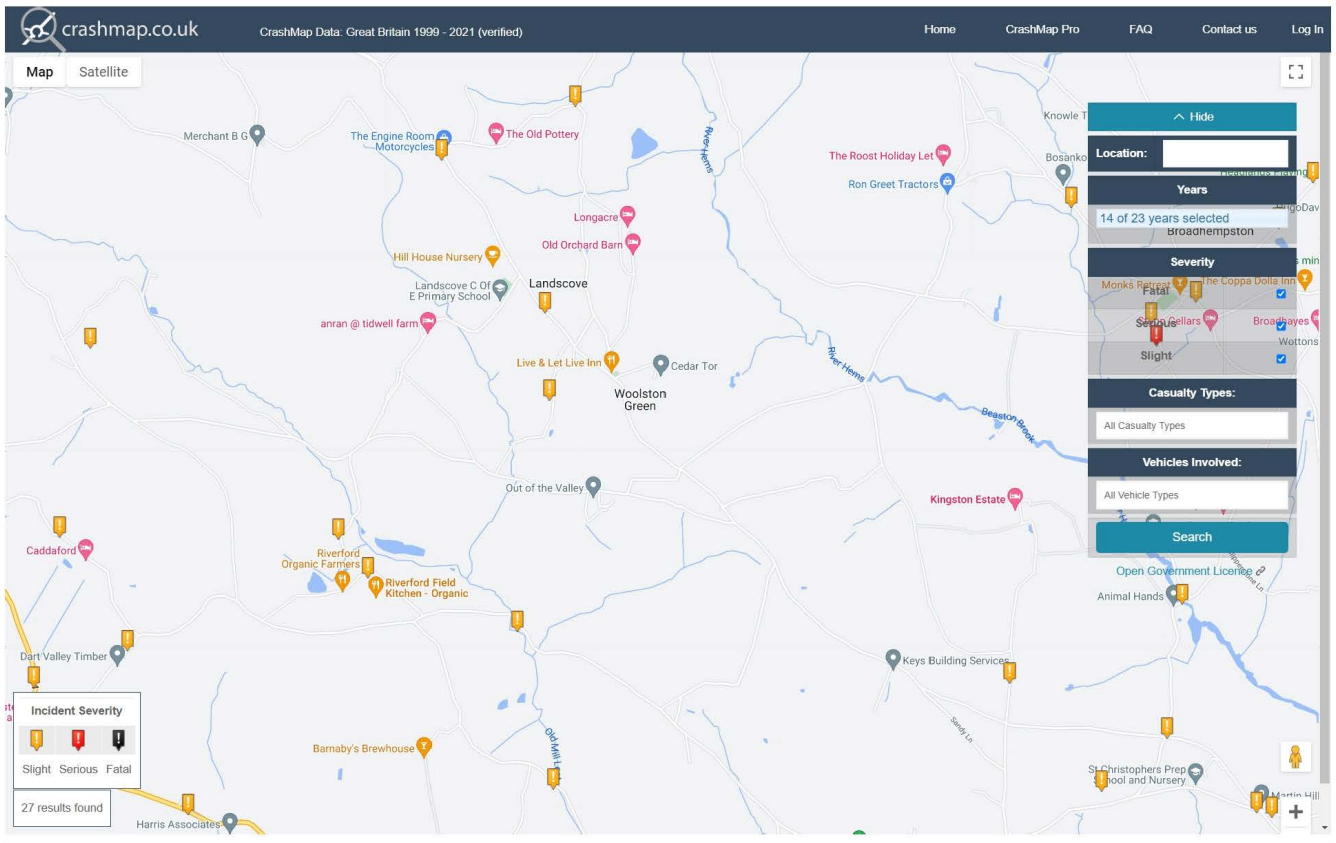
#### 4.0 CONCLUSION

- 4.1 The site is located in Woolston Green, Landscope, Devon. It is currently undeveloped land and the proposal is to build 14 dwellings.
- 4.2 Landscope has a number of facilities including a primary school, public house, playground and place of worship. It is served by a regular bus service.
- 4.3 Traffic speed and volume on the highway passing the site is low and the absence of injury accident records on the roads serving the village indicate that the roads operate safely.
- 4.4 The proposed access to the development provides the requisite visibility that is appropriate for the known speed of traffic.
- 4.5 The development will generate around 12 peak hour vehicle movements. These will be split to those travelling to and from the north and south of the site and the dissipation of development traffic determines that its impact on surrounding roads is minimal.
- 4.6 In our view there are no highway related issues that should stand in the way of this proposed development.

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**Title:** Conclusions made in the Transport Statement for the Bear Farm Housing Development

**Source:** <https://portal.southhams.gov.uk/CivicaTownLive/civica/Resource/Civica/Handler.ashx/doc/pagestream?DocNo=711584&pdf=true>



**Title:** Accidents involving personal injury surrounding Woolston Green illustrated by CrashMap

**Source:** <https://www.crashmap.co.uk/Search>

## Environment and Climate Change Committee

### Corrected oral evidence: Mobilising action on climate change and environment: Behaviour change

Wednesday 16 March 2022

10 am

[Watch the meeting](#)

Members present: Baroness Parminter (The Chair); Baroness Boycott; Lord Browne of Ladyton; Lord Colgrain; Lord Grantchester; Lord Lilley; Lord Lucas; Baroness Northover; The Lord Bishop of Oxford; The Duke of Wellington.

Evidence Session No. 10

Heard in Public

Questions 85 - 97

#### Witnesses

**I:** Professor Jillian Anable, Institute for Transport Studies, University of Leeds; Chris Boardman, Interim National Cycling and Walking Commissioner, Active Travel England; Stephen Edwards, Interim CEO, Living Streets.

**Professor Jillian Anable:** I will. I do not fully agree with what Chris has just said: we do not have the tools. Active Travel England will be nowhere near enough. Let me just say why in answer to this question.

First, the sequence in which we put policy in place is absolutely vital. We have to put the alternatives in place for whatever mode we are trying to reduce travel on. We can think of alternatives for domestic aviation. It is not so much a matter of alternatives for longer-distance travel. Sequencing is vital; we have to put the alternatives in place. But if we put them in place and leave it at that, we will not succeed.

I will concentrate your minds by talking about the Netherlands. We know that in the Netherlands 29% of trips are by bike, compared to only about 2% at the most in the UK; and 8% of distance over there and about 1% of distance travelled over here is by bike. The per capita carbon emissions from surface travel of Dutch people is exactly the same as ours in Britain, because they like their cars, they like their large cars and they drive them a lot. Although for them the default mode when they leave their front door is walking and cycling, the car has essentially not been constrained in the Netherlands. Cost-wise it is not a great disadvantage and longer distances can be travelled. So we can put the alternatives in place and not necessarily see a switch from car use.

My first absolute recommendation is that everything—and hopefully we will have a reiterated decarbonisation plan with some teeth, whether or not it is Active Travel England's strategy—needs to be done within the context of an agreed car-use reduction target, such as they have introduced in Scotland. That is the ultimate goal. If you do not have that as the goal you can do some lovely shiny things but not be touching on the thing that you really need to happen.

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**Title:** Why there is a need to discourage car use as well as encourage bicycle use

**Source:** <https://committees.parliament.uk/oralevidence/9964/pdf/>