

## Appendix 7 – School Response

### Newton Poppleford & Harpford Neighbourhood Plan

Focused consultation – School



Name: [John Slade](#)

Relationship to school: [School Governor \(Vice-chair of Governing Board\)](#)

#### 1. Executive summary

As a stakeholder in Newton Poppleford school, please give your views on the general findings (reproduced below) of the recent community consultation questionnaire undertaken by the Neighbourhood Plan Steering Group, in conjunction with Devon Communities Together. You may give a response to as many findings as you like, but it is **not** necessary to respond to every point.

Executive Summary findings
A. Residents anticipate a need for affordable housing for local people and supported housing for elderly people that is on level sites and single story to address limited mobility. Most people would support developments that address these needs.
B. Residents suggest that if any new developments are progressed smaller houses are needed particularly two bedroom properties.
C. With regards to housing development sites in addition to the King Alfred Way site: Over a third of the community support no further development and a similar proportion of residents have indicated that further housing developments should not amount to more than 20 properties over the lifetime of the proposed Neighbourhood Plan.
D. Any new housing developments should be small scale (1 – 10 properties), preferably using brownfield sites above the flood risk area
E. There is interest in setting up a Community Land Trust
F. There is a strong sense that Newton Poppleford should be maintained as a village within a countryside setting
G. There is strong support for the need for improvements to infrastructure, services and traffic management before any further housing development is allowed

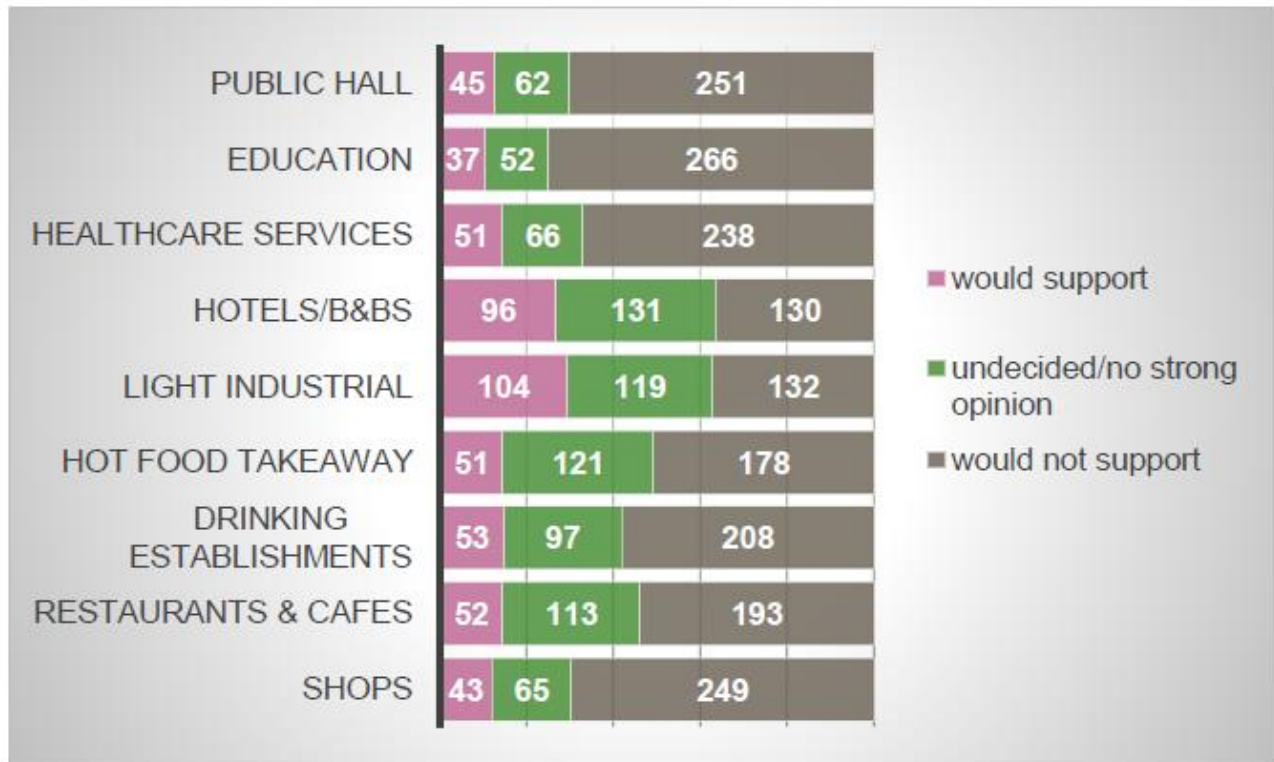
<p>F. Parishioners experience the majority of traffic problems in the village of Newton Poppleford and these present as severe. Priorities to be addressed include traffic management at the roundabout and pinch-point at western end of village and a crossing for pedestrians and cyclists over the River Otter at eastern end.</p>
<p>G. Re: the pinch point at the Toll House, residents suggest that pedestrian crossings, one-way/single priority lanes and other traffic calming measures are introduced as a matter of urgency.</p>
<p>H. More people would be encouraged to walk or cycle for leisure, shopping, travelling to school and GP etc. if improved foot/cycle ways and traffic calming made it safer.</p>
<p>I. Walking is a popular leisure activity and residents are keen for existing footpaths to be better maintained and protected</p>
<p>H. The AONB and natural environment is very important to residents and should be conserved as much as possible.</p>
<p>J. Community facilities are highly valued but many are in need of modernisation, extending or replacement</p>
<p>K. Sport and recreation facilities, particularly for young people and in the west of Newton Poppleford village should be enhanced, particularly if the population grows</p>
<p>L. A priority for residents is for a better access to a full time fully equipped GP practice – preference is for a new build in the village of Newton Poppleford, alternatively to negotiate registration of parishioners at Stowford practice</p>
<p>M. At least in the short term there is an urgent need for improvements to the current GP service level and premises in Newton Poppleford</p>
<p>N. The single most important issue that will support local businesses is the need for improved Wi-Fi and mobile signals and faster broadband.</p>

School response:	
Finding (A-N in table above)	Comment
A	
B	
C	
D	
E	
F	F to I are all important issues which affect the School Travel Plan which encourages pupils to walk to school
G	F to I are all important issues which affect the School Travel Plan which encourages pupils to walk to school
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J	
K	
L	
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N	

2. Responses to specific questions

Please also give your views on the responses to the following specific questions, which are considered particularly relevant to this group of respondents.

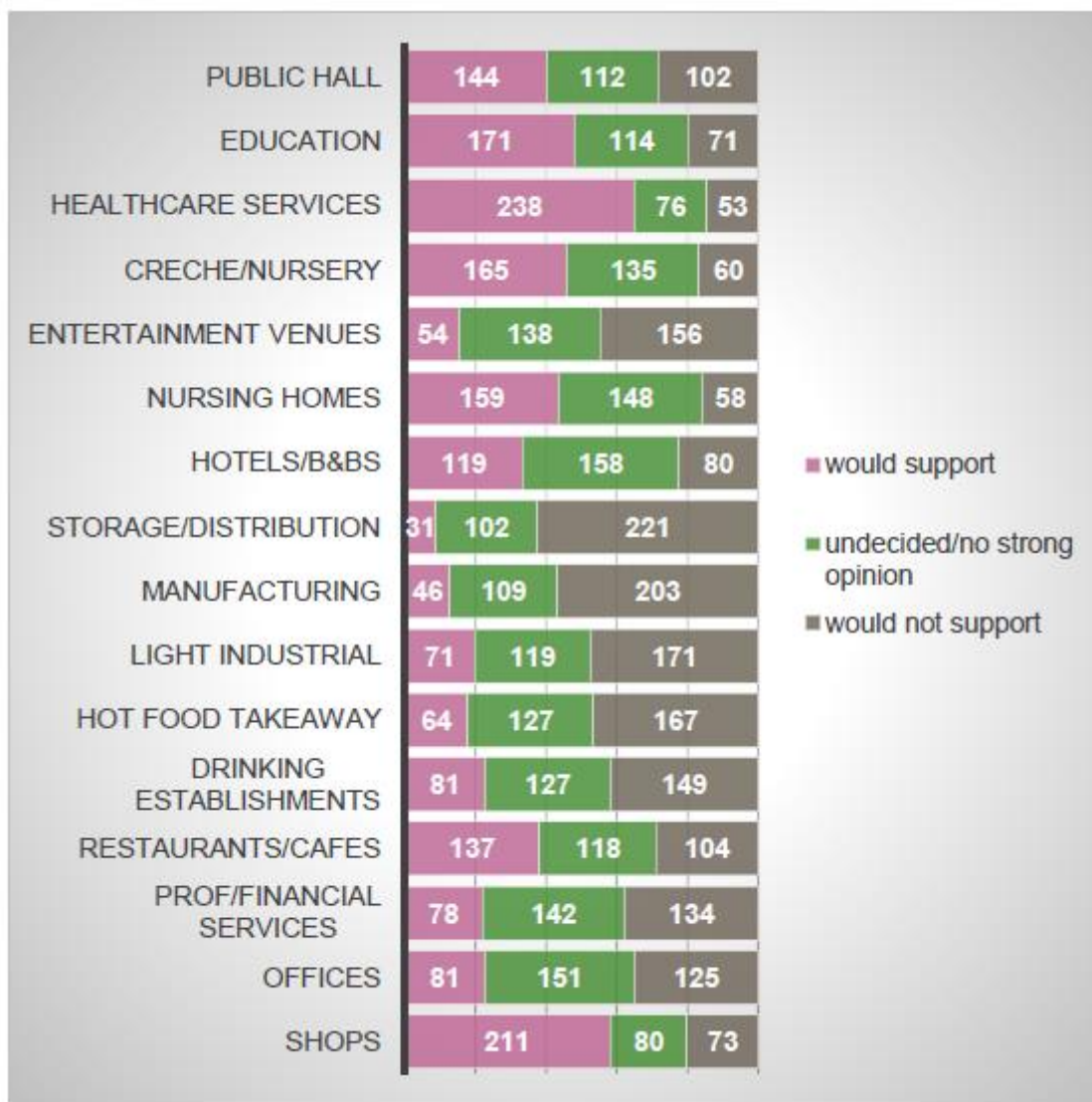
**Question 2.17 asks people if in principle they would support a change of use to residential from a range of other current uses of sites/premises.**



Respondents appear to be on the whole opposed to changes of use class to residential although there is significantly less opposition to change of use from light industrial, hotels and B&Bs. Respondents are opposed to change of use for educational establishments, shops and public halls. However further research would be needed to ascertain whether people are seeking to sustain the function of the current site in the parish rather than the specific site or building.

**School response:**

**Question 2.18 asked participants if in principle they would support a change of use from current residential premises/sites to a number of other potential use classes.**

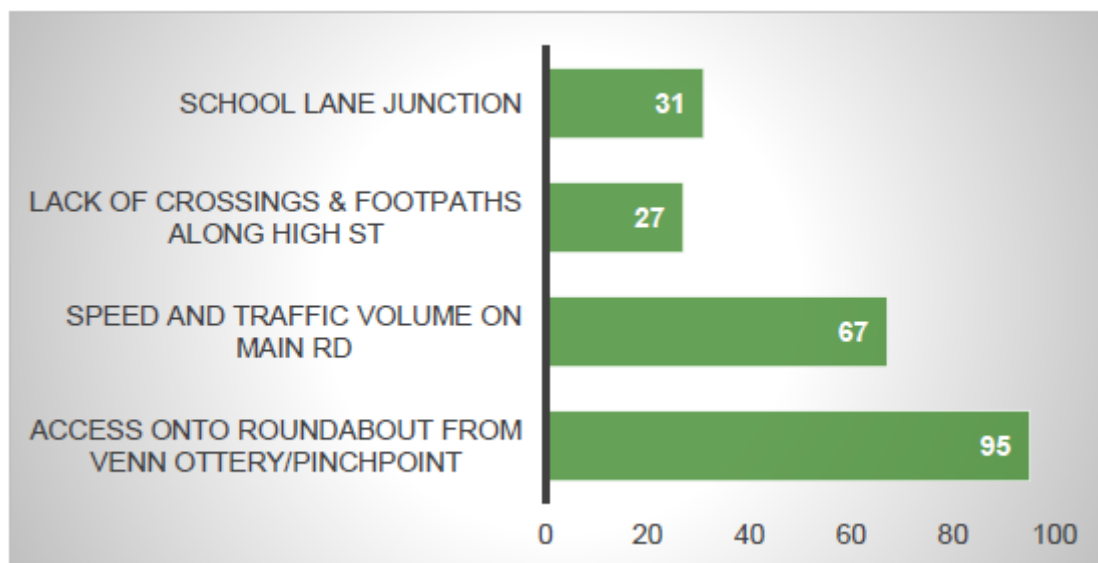


The greatest level of support is for change to shops or healthcare facilities. The strongest areas of opposition are for conversions to manufacturing or storage/distribution uses.

**School response:**

### Question 3.2a asks if people experience any problems with traffic in the village of Newton Poppleford.

78% of the 361 people who answered this question do experience traffic problems in Newton Poppleford. The question goes on to ask people who have stated yes to elaborate on where the traffic problems is. 277 people provided comments about the problems they experience in Newton Poppleford village.



The four most frequent themes that emerge from this feedback are illustrated above. Other issues that were listed with reasonable frequency included:

- No footpath/pavement over the River Otter
- High speed of traffic approaching roundabout from Exeter side.
- Vehicular exiting Meadow Drive on to the High St
- Back Lane used as rat-run and lack of passing places
- School Lane junction – congestion and hazardous for pedestrians

Some greater detail was provided on the more frequently specified issues including:

- The bus stops on the west-side mini roundabout and on Harpford side (East side) of bridge on A3052 causes blockages, are dangerous for pedestrians to access and should be re-located
- A visible solar speed indicator (as in Sidford) is needed on approaches to Newton Poppleford (20-30mph)
- Create a footpath/cycle way to the south side of A3052 behind houses.
- When exiting King Alfred's Way to main road Newton Poppleford vehicles are parked on left side of exit road right up to road junction, thus forcing vehicles onto incorrect side of road to make exit from King Alfred's Way. This in turn prevents vehicles (with right of way) entering King Alfred's Way. Double yellow lines at exit and entry to King Alfred's Way would prevent this problem (similar problem reported for School Lane, Milmoor lane and Meadow close)
- More traffic control needed on A3052: 30 mph imperative on A3052/B3178. On other roads and lanes should be 20 mph.
- Back Lane and Dotton Lane used as “rat-runs” particularly when blockages on main road. They should be one way to allow vehicles to use those lanes as an alternative when the A3052 is blocked
- Too many heavy vehicles (including agricultural machinery) and their speed particularly on lanes is a common hazard and nuisance

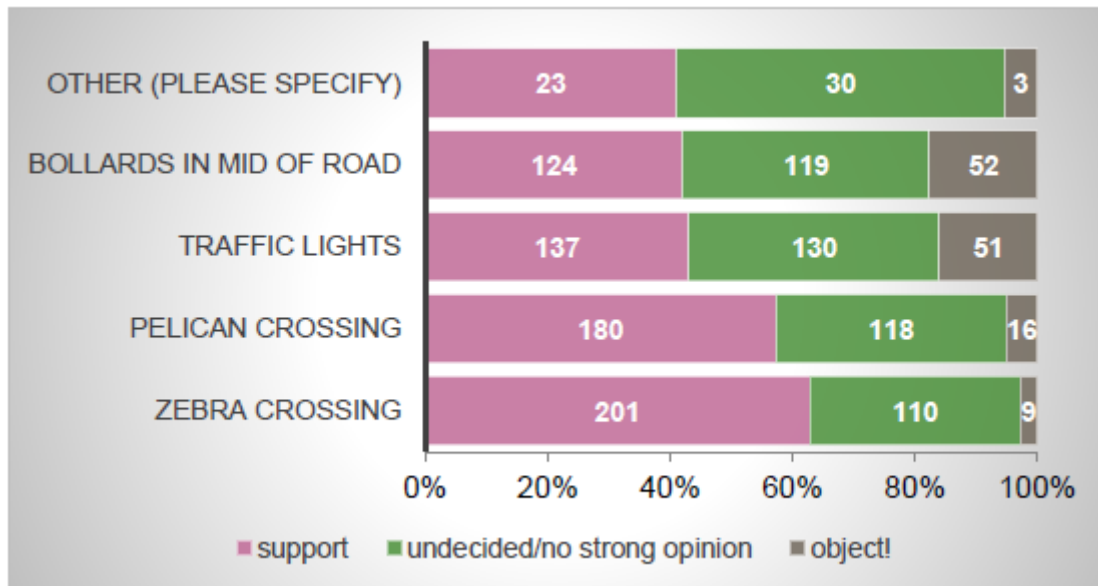
**School response:**

As the responses to 3.2a indicate, there are considerable problems associated with the traffic in the village. These have a detrimental effect on the safe travel to school either on foot or cycle. The School Travel Plan encourages pupils to walk to school wherever possible, but lack of safe routes makes this difficult.

As a school we have identified that there is an urgent need to address the traffic and parking around school. Sadly we have already seen one very serious accident as a result of inadequate facilities and, as the number of children that attend school from out of area grows, and as we attract more children into pre-school, we can only see this problem becoming worse and not better. At meetings held last year with representatives from The Police and Highways, concern was raised from The Police that the current pinch point and crossing outside school could, in fact, be increasing the risk of accidents, rather than decreasing them, due to its position. Lack of parking means that parents are forced to park on the road (and some also park on the double yellow lines) to drop children off, which led us to look for alternatives. One option is to create a drop-off point at the top of School Lane, near Glebelands, but this would require funding which the school does not have the means to provide. It was suggested that any further development in the village only be allowed on condition that the developers paid for the creation of a drop-off point. In the meantime, we are petitioning Highways for railings to be added along the pavements near school to prevent accidents similar to that which happened last year.

As a school, we feel that it is imperative to protect our young people and their carers and provide safe access to school facilities for all.'

**Question 3.5 asked what type of additional road crossings respondents would support or object to.**

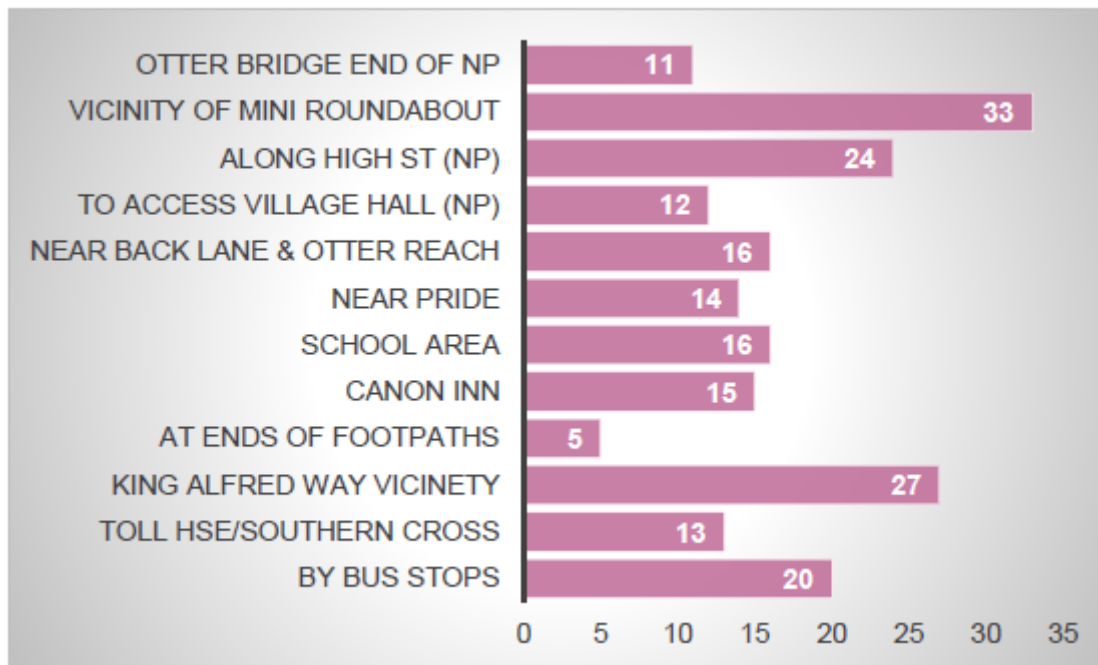


A total of 362 people answered this question. Clearly the most popular additional road crossings would be zebra or pelican crossings, the type of crossing that has generated the highest level of objection includes additional traffic lights and bollards in the middle of the road. Respondents who answered “other” were asked to specify their preferences, 30 comments were submitted however the majority of these comments did not suggest other types of road crossings but referred to traffic calming measures – for which the two most popular suggestions were speed bumps/sleeping policemen and 20 mph speed limits. Other comments suggested the introduction of priority lanes, solar speed limit flash signs, more parking prohibition zones and a lolly-pop warden near the School Lane junction.

**School response:**

The new Pelican crossing on the A3052 near the Post Office has made a difference to people crossing the road. A similar crossing in the vicinity of Pride Hair Salon/King Alfred Way would improve the safety of pedestrians as it would also have the effect of slowing the traffic at the point where pavements end.

**Question 3.6 asked where, if anywhere, they think additional road crossings should be sited.**



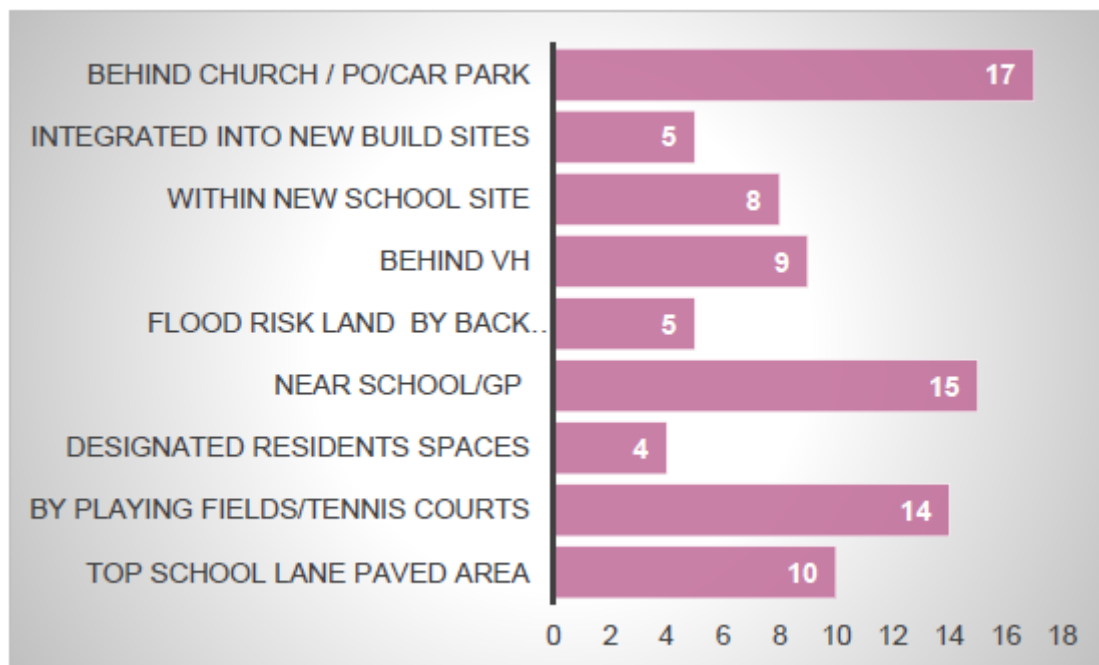
**School response:**

There is a need for a safe pedestrian crossing over the River Otter (on the A3052) at Harford end of the village. The existing road bridge is too narrow and visibility for motorists approaching it is poor.

The construction of the new school will result in a new pedestrian entrance to the site and suitable railings could be erected along pavement edges to form a safe crossing point, but there are financial implications beyond the schools control.



**Question 3.8 asked where, if anywhere, respondents suggest new car parking could be sited.**



**School response:**

When the new school is built, except for disabled parking space, there will, as now, be no parking spaces within the site. This is to maintain the existing level of open/outdoor space for educational purposes at the school.

**Question 3.12 asked those participants who have children at school in Newton Popleford how they are taken to school.**

38 respondents answered the question, of these approximately two thirds state that they walk their children to school, one third travels by car and very few cycle to school.

**School response:**

This information corresponds with the responses to a school questionnaire to parents in 2016/17, where the majority of children living in the village do walk to school.

Very few cycle to school as there are no safe routes.

**Question 3.13 asked those parents who previously reported driving their children to school in Newton Poppleford, what would need to change for them to feel happy for them to walk.**

A total of 23 respondents answered this question, they suggested the following would need to be in place to enable their children to walk to school:

- 43% stated that the entire route would need to have pavements and safe road crossings
- 35% stated that there would need to be traffic calming measures in place
- 17% stated that an off-road back route for cycles, pushchair and wheelchairs would be needed
- 4% stated that a safe route across the river would be needed

**School response:** See response to 3.12 above

As part of the School Travel Plan (STP), we encourage pupils to walk to school where possible.

For those who have to travel by car (e.g. live in Sidmouth) we suggest parking in either the Cannon Inn or tennis courts (Back Lane) car parks and walking their children from there using safe routes. The school recently experimented with a 'park & stride' week using these car parks. The results are currently being analysed.

Also, as part of the STP, we are in discussion with the local County Councillor, East Devon District Councillor, Parish Council, Devon Highways and Devon & Cornwall Police to ascertain the possibility of providing a 'drop-off' area to replace the wide paved area by Glebelands. This would also require alterations to the entrance to Glebelands.

**Question 4.2 asked participants if they would like to nominate any buildings or land as an Asset of Community Value.**

87 individuals responded to this question with a total of 143 nominations, giving the following scale of support for a range of potential assets to be registered:

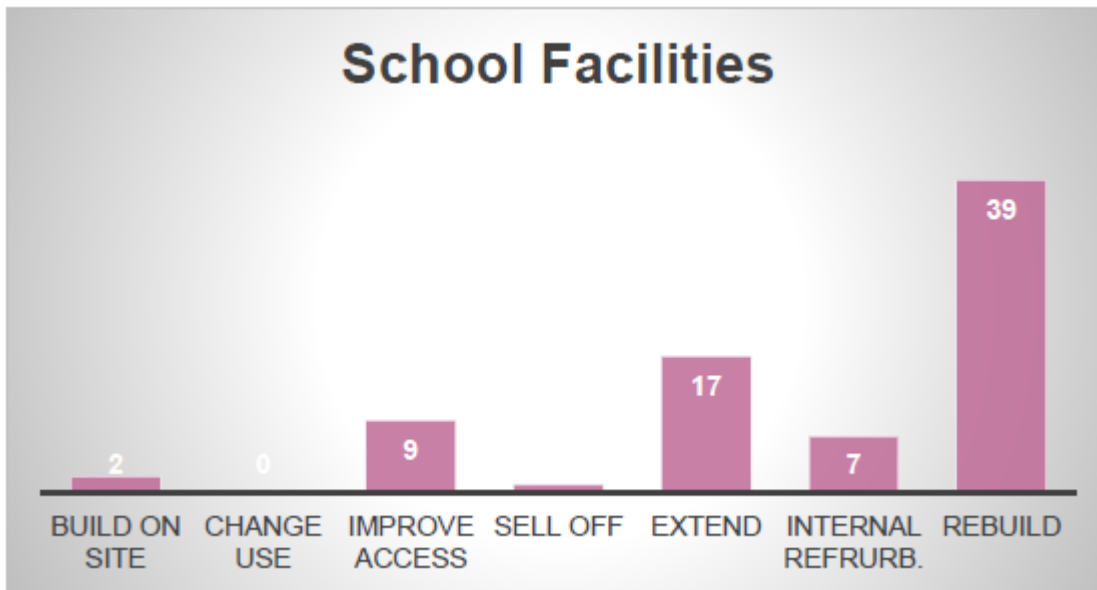
- 36% of respondents proposed the Village Hall
- 20 – 25% of respondents proposed: The Sports Pavilion, the recreation field and the Canon Inn (already registered)
- 13-15% of respondents proposed: Webbers Meadow and the flood plain fields
- Between 5-10% of respondents nominated: The shop/Post Office, the churches, Venn Ottery and Harpford Commons and **the old red brick school house**

Other assets nominated include: The Victorian post-box, Rosina's, Red Bridge, play areas, Allotments, Toll House, Harpford Village Hall (already registered), public car-parks and toilets, the Village Green, the Southern Cross Tea-rooms, ancient orchards and green spaces.

**School response:**

The old red brick school house is scheduled for demolition when the new primary school is built, later this year.

Question 4.4 presented participants with a list of community spaces and asked them what changes if any they would like to see happen to each.



**School response:**

It is anticipated that the new primary school will be built within the existing school grounds, later this year.

Question 4.9 asked those participants that had previously indicated that there are not sufficient recreational facilities in the parish to suggest which new or improved facilities they would like.

65 respondents provided 82 suggestions of which: 69% of people described a “small scale leisure centre” or similarly an “indoor sports hall and gym”. The next most frequent suggestion was for more cycle paths and bike trails, this was closely followed by the suggestions that more facilities for teenagers are needed, along with a swimming pool. Other suggestions with some support included: a club house for the tennis club, a running track alongside the river, bowls, and more outdoor and all weather pitches.

**School response:**

The new school will have a large hall (approx. 160sq m) which, outside of school opening hours, the school would look to hire out for use by the local community.