

Harberton Parish Neighbourhood Plan (HNP)
Meeting of the Steering Group
7.00pm Tuesday 17th June 2025 Harberton Parish Hall

Item 5 Update on actions

	Ref	Action/Task	Owner	Progress
1	2407158	Send the email as drafted by Alex to the green space landowners. (Using a list of the sites in the draft chapter to identify the landowners).	Clerk (Cat)	Ongoing
2	Updated 202505195	Update draft Neighbourhood Plan <i>to include Parish Council comments on energy chapter and flooding chapter, consultation responses re Local Green Spaces and Views, also add references to consultation throughout document as necessary (re roads parking flooding nature etc). Also work in other stakeholder comments outstanding (including District Council officers and comments from the District Councillor, John McKay), comments from the meeting with new committee members, held on 9th December 2024 and newly drafted sections including: Parish Profile Annex, desired footpaths map, maps of bus stop and safe crossing.</i>	Alex	Ongoing
3	202410146.2	Pursue Harberton footpath and bus stop with DCC.	Clerk	See 'Report on Harberton Bus Stops' and correspondence.
4	202410146.2	Get Foreword from the D.Cllr John McKay. <i>Agreed to defer chasing this until after the work with AECOM has been concluded.</i>	Jono	Ongoing
5	202410146.2	Tidy up evidence base folder and create index <i>It was noted that material exists on the website and Alex has been keeping a folder, but this needs to be organised and properly indexed.</i>	[Unallocated until relevant]	NA
6	202410146.2	Identify and commission copyeditor and designer for final form of doc <i>It was noted that there is the possibility of using the in-house team at South Hams District Council, but this will require a budget.</i>	[Unallocated until relevant]	NA
7	202410146.2	Checklist of final editing tasks incl <ul style="list-style-type: none"> Add hyperlinks to references in text Check permissions of people in photos (eg SHV photo currently used in Env chapter) Check all refs to NPPF - NPPF para numbers have changed in 2024 update.	[Unallocated until relevant]	NA
8	Updated 202502185	Produce a revised draft of the Parish Profile Annex and forward to Alex for inclusion within the Reg 14 draft that will be presented to the committee in full, once complete. Alex to support Francesca in accessing the DropBox to support narrative development.	Francesca	Ongoing
9	Updated 202502185	Identify an approach and make a recommendation to the committee on the creation of a list of non-designated heritage assets for inclusion in the Heritage Chapter.	Jono	Ongoing

		Clarification: The output required is list of non-designated heritage assets in the Parish, with some comment on why they are considered important in the community; for example a simple table. Ideally this would be a collective process with others in the community.		
10	Updated 20250218 5	Forward 'Desired Footpaths Map' and 'Map of Bus Stops and Safe Crossings' to Alex for inclusion in Regulation 14 draft	Guy	Ongoing
11	Updated 20250519 5	Write Consultation Statement <i>This is an annex on "how this NP was created"</i> To be completed once the Regulation 14 consultation is completed	Anne	To complete when Reg 14 complete
12	20250519 5	Find out what the Basic Condition Statement (required of all NPs) is.	Anne	COMPLETED for discussion at Item 9
13	20250519 5	Select images for inclusion in the draft plan.	Guy	Ongoing
14	20250318 10	Guy to draft paragraph on sewage pipes and send to Alex who will log when received.	Guy	Ongoing
15	20250422 6	Liaise with Cllr Chris Bowley on flooding matters in Harbertonford, to ensure they are reflected in the flood mitigation chapter, requesting advice from Peter Cogley as required. The Clerk to support liaison between Jono and Cllr Bowley.	Jono	Ongoing
16	20250519 2	To draft an advertisement for Harberton Village Life and the Harberton Email Circular in order to proactively recruit new members to the HNPSG	Jono	COMPLETED
17	20250519 5	To send a query to SHDC to ask if there is any mechanism (or role that the NP could play) to help inform the Local Planning Authority (LPA) on what Section 106 could/should be imposed.	Clerk	COMPLETED SHDC Officer response summarised "I do not think there is any significant scope for NP involvement. [...] I do not consider that it is appropriate for a NP to include specific guidance on this issue."
18	20250519 6.2	To publish the 2025 Housing Needs Assessment.	Clerk	COMPLETED
19	20250519 6.3	i) To update AECOM of the decision not to allocate Winsland House, and that under the circumstances, the HNPSG is coming to the understanding that a SEA will no longer be required. ii) To raise a query with AECOM to make sure that the HNPSG has not misunderstood the situation and whether any SEA work needs to be done.	Clerk	COMPLETED Response received for discussion at item 8.

Action 17 Ref 20250519 5

To send a query to SHDC to ask if there is any mechanism (or role that the NP could play) to help inform the Local Planning Authority (LPA) on what Section 106 could/should be imposed.

Response from Neighbourhood Planning Officer:

Re. S106 contributions – I do not think there is any significant scope for NP involvement.

Planning Obligations (including S.106 agreements) are legally binding agreements between the Local Planning Authority and a developer/landowner, and they are governed by three key tests - they must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

Given that such agreements are development scheme specific, and with the above three requirements in-mind, it is impossible to know in advance (of a proposal coming forward) what may be needed to make the proposal acceptable in planning terms. In many cases, of course, it is not necessary to impose any planning obligations – but again, this will not be known until a scheme proposal has been submitted. The need for any obligations, and what they might be, only becomes apparent once a development proposal is assessed by a range of specialists across various organisations.

Therefore, in conclusion I do not consider that it is appropriate for a NP to include specific guidance on this issue.

Action 3 Ref 20241014 6.2

Report on Harberton Bus Stops/ Vision for new pedestrian footpath from Harberton village centre to A381 bus stop

Vision for new pedestrian footpath from Harberton village centre to A381 bus stop
Email String: Spring 2025

From Principal Highways Development Management Officer, Devon County Council to Integrated Transport Team (copying HNPSG) [Dated 28 March 2025]

Unless the route could be secured in its entirety in one go, along with the bus stops, safely and viably, I am afraid asking a developer for piecemeal routes and bus stop infrastructure would not be possible when considering the legal tests of S106.

Notwithstanding the above issues, I can see the Road Safety Team have looked at this in more detail and have identified serious safety issues that would be picked up in any required formal safety audit as a matter of course by a developer when required to provide such.

I would also add that the maximum acceptable walking distance to a bus stop in Manual for Streets is 800m to ensure their use. All the locations set out in the Road Safety Assessment are over this distance and therefore the loss of affordable housing to fund the route and bus stops would likely be perceived negatively by the Planning Authority in the tilted balance of viability.

I do have concerns about the safety of vulnerable road users crossing the A381 especially at night. The speed of traffic is massive concern, which means a formal crossings cannot be delivered.

As a result I am afraid I cannot support the idea.

From Integrated Public Transport Team, Devon County Council to Principal Highways Development Management Officer, Devon County Council (copying HNPSG) Dated 28th March 2025

I got this from Harberton Parish Council, I wanted to check with you if this would come your way on the back of a housing development. I normally deal with the small job of tacking on bus stops when I'm asked, not really into crossings, footpaths and housing developments.

CHASE EMAIL from HNPSG to generic Devon Bus Mailbox
Dated 24 January 2025

Dear sir or madam

I'm writing in connection with the Harberton Parish Neighbourhood Plan, for which I am part of the steering group (a committee of the Parish Council), about the possibility of a new bus stop on the A381 at Langridge Cross, and a footpath connecting it to Harberton village centre.

The Neighbourhood Plan officer at South Hams District Council has advised the steering group to engage with Highways and public transport commissioners about the bus stop (and also with the County's Public Rights of Way officer about a footpath to the stop, which we've done). We've already been in touch with Alan Martin, who has suggested we contact the Transport Team at this email address.

The attached document sets out the idea its rationale.

I would be grateful for your comments, and for advice on what practical steps we need to take to progress this.

[Attached document]

Vision for new pedestrian footpath from Harberton village centre to A381 bus stop

1. Improving sustainable transport is a key strategic aim in Devon and South Hams. Consultations for the Harberton Parish Neighbourhood Plan have also highlighted that sustainable transport is important to local people in Harberton parish. One of the objectives in the Plan, which is approaching completion, is to "Enhance sustainable transport options" - including both public transport and walking.

2. Harberton village is currently only served by 1-2 buses a day in each direction - not enough to support much public transport use. There may be scope for expanding the bus service in future. But in the meantime another option would be to make the existing hourly bus service on the A381 more accessible in two ways:

- providing an off road footpath
- providing a marked bus stopping place or bus shelter

See indicative map overleaf

Footpath

3. The closest bus stopping place to Harberton for the buses on the A381 is at Langridge Cross, which is included on bus timetables. This is a viable walking distance (about 15 minutes) for some residents, but the route is along the narrow lane, with no footway, that is the main vehicular access to the village, and is dangerous.

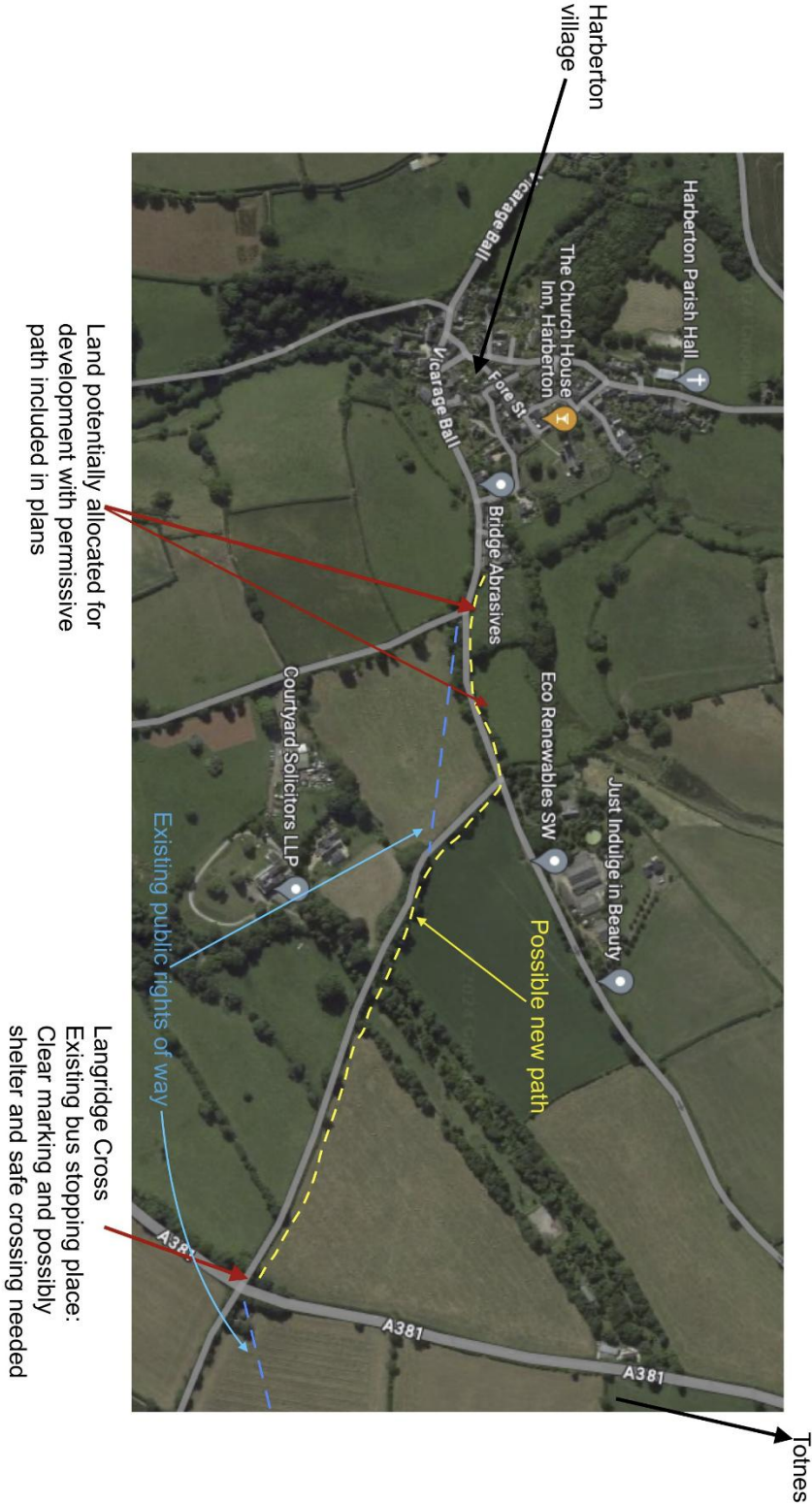
4. A solution would be a footpath along the road, on the field side of the hedgerows - either a Public Right of Way or a permissive path with the permission of the various landowners.

5. New housing development is being brought forward as part of the Neighbourhood Plan process that includes land that this footpath would cross. Landowners/developers have expressed willingness to consider providing a permissive path for the parts of the route on their land, and the Plan could potentially make this a condition of allocating the land for development. This could be an excellent opportunity to take forward the idea of the entire route all the way to the bus stopping place.

Bus stop

6. The Neighbourhood Plan has identified that a properly marked bus stopping place, and ideally a bus shelter and possibly a safe crossing, is needed at Langridge Cross. This would improve awareness of the A381 buses as a viable sustainable transport option for Harberton, and would increase comfort and safety for bus users.

Possible footpath route from Harberton village to Langridge Cross bus stop



Proposal of a creation of a new bus stop at Langridge Cross, Harberton
Email string: Summer/Autumn 2024

From HNPSG to Integrated Public Transport Team, Devon County Council
Dated 24 September 2024

Subject: Re: Proposal of a creation of a new bus stop at Langridge Cross, Harberton

Thanks for responding.

So we've established that there's a need for these bus stops as per the reasoning and evidence in the Neighbourhood Plan for the parish.

We've also established that there are no safety concerns for installing a Northbound bus stop at Langridge Cross and a Southbound one at Brockhills, as per the Road Safety Officer's recommendation.

It would be helpful to have your advice on the next step in taking this forward. Is it for you to refer this to another department in DCC that can take forward the engineering and design work - maybe the Highways Development Team that you mentioned before? Or to put a case to get budgetary approval for this from some part of DCC?

From Integrated Public Transport Team, Devon County Council to HNPSG
Dated 19 Sep 2024

When it comes to complicated sites with safety questions, it is a bit beyond me personally to work something out direct. Civil Engineers can design road schemes that take all factors into account. Design fees can be expensive though. Companies such as WSP and Jacobs have done work for DCC before, but I don't tend to get that involved with that side of things.

From HNPSG to Integrated Public Transport Team, Devon County Council
Dated 14 Aug 2024

Thanks again for setting out how this works. I think the best solution is to go ahead with the bus stops as [the Safer Travel Strategy and Programme Officer] recommends - Northbound at Langridge, Southbound at Brockhills. People can then flag buses (or request to alight) in the opposite direction to that of the marked stop at their own risk and at the bus driver's discretion. If you agree, how do we take it forward?

From Integrated Public Transport Team, Devon County Council to HNPSG
Dated 6 Aug 2024

[Redacted], our road safety officer will only focus on the two outcomes, that of 'safe' and 'unsafe' according to his training, rather than any social benefits to bus users. My role is to push for public transport facilities across the whole of Devon including Harberton and hope that a solution can be found here, but I always have to adhere to my colleagues in the Highways Neighbourhood Team, Traffic and Road Safety. We can only look at the conditions now and see if anything can be done to change or modify a site to meet the acceptable standard for marked bus stops. Convenience and greater options never outweigh risk to lives regardless of how strong we may feel there is no problem, not everyone has the same level of agility and alertness and this has to be accounted for.

Bus operators and passengers in a rural section of the route are entitled to hail a bus down anywhere on its route and it's at the risk of the passenger and the bus driver if they stop, which is what any road user can do, car, taxi etc... to pick someone up if they feel it's safe for them personally to do so.

With any location, there is a measure of risk, I've known pedestrians to be knocked over by buses slowly crawling along Exeter High Street, but that is when the fault is more on the pedestrian not showing due care when crossing rather than the fault of the Highways Authority. What we have to look at with any new site that becomes a recognised bus stop site with a pole or shelter are the safety risks, as soon as a public facility goes in the ground, it puts an accountability on Devon County Council to ensure risk is at a minimum. Langridge Cross

was interesting from my perspective to be able to see the audit process, the count of 5 seconds between being able to see the car and that vehicle being at the stop. Some driving at 40, 50 or even more also the risk when crossing the road. There was also at times quite a number of vehicles passing that it meant a decent wait to be able to cross, perhaps not everyone is that patient to wait to be able listen for a quiet moment. So the crossing of the road was of greatest concern at Langridge Cross even to get to the north (so called safe) side.

Perhaps a plan could be put together to take into account potential bus stops and how to make modifications to make it acceptable to the Road Safety team.

Look at the two links to see, perhaps a different set of circumstances, but a solution to them none the less:

[A379 - Google Mapss](#) – 2018 – Flete Lodge did not meet current safety standards

[A379 - Google Maps](#) – 2023 – Flete Lodge on the back of other road improvements received a crossing point, drop kerbs, an island refuge and laybys.

Of course these bus stop improvements were not the reason for the works, the main objective was to improve Hollowcombe Cross, which changed from a cross roads to a roundabout, but it shows what can be done to set up a more ideal stopping facility and what a difference it makes to be able to piggy back on to another project as this would have been quite expensive to do on its own.

From HNPSG to Integrated Public Transport Team, Devon County Council
Dated 6 Aug 2024

Thank you for sharing [the Safer Travel Strategy & Programme Officer]'s report, which seems very helpful and comprehensive, and thank you both for visiting the site so promptly. I'm sorry I couldn't join you that day.

My comments are as follows:

1. The main objective we are wanting to achieve here is to create a safe, convenient, well-recognised bus stop on the A381 to serve Harberton village, in order to increase sustainable transport use by village residents and visitors. This is an objective defined in the emerging Neighbourhood Plan (NP). The walking distance from bus stop to village is a critical factor. Langridge Cross, at just over 1km, is the closest option, and is viable - hence has been identified as the desired location for a new bus stop in the NP. I and other villagers do already use this stopping place, and it seems likely others would if there was a proper bus stop there. I am confident that the other options mentioned (Bennetts Cross and Brockhills Cross) are too far from the village to make them viable as a regular sustainable transport option.

2. I note that [the Safer Travel Strategy & Programme Officer] agrees that Langridge is safe, viable and the best option for a Northbound bus stop.

3. [The Safer Travel Strategy & Programme Officer] notes that there are visibility issues for pedestrians crossing east to west at Langridge, and for this reason he does not recommend a Southbound bus stop here, instead favouring Brockhills. However, the vast majority of bus users will use the bus to get from Harberton into Totnes and back. Most users of the southbound stop will therefore be crossing west to east, on their way home, which Nigel has assessed as safe. I myself, for example, have never flagged the bus southbound from this location, but do alight here and cross east to west. So while there may be slightly greater risk per person crossing going east to west, the actual overall risk of harm will be low, and I believe should be acceptable, because of the low number of people crossing. While a southbound stop at Brockhills might be safer, as mentioned above, it will rarely be used in practice. What would be likely to happen if the southbound stop were located at Brockhills is that people returning to Harberton will get off the bus at Langridge anyway, and the convenience, safety and visibility benefits of having a southbound bus stop will be lost.

4. (It's worth noting in passing that the NP also identifies a need for a bus stop at Brockhills, in both directions, but that this is lower priority than for Langridge and is associated with the need

for a short stretch of footway on the east side of the highway there that is more important than having a bus stop there.)

In conclusion, I believe that bus stops on both sides of the road at Langridge would bring significant benefits, as set out in the NP, and that the benefits outweigh any risks, in practice, associated with the southbound bus stop at this location.

I'd be glad to know your views, and how you think we might best move forward with this.

From Integrated Public Transport Team, Devon County Council to HNPSG
Dated 2 Aug 2024

Just a quick email to say... This is the write up from the site visit done last month with the Road Safety Officer.

From the Safer Travel Strategy and Programme Officer, Devon County Council to Integrated Public Transport Team, Devon County Council to HNPSG
Dated 25 July 2024

Please find attached the report for Harberton bus stops.

[Report attached below]

Harberton Bus stops

The three site visits took place on Thursday 18th July 2024, the weather at the time was dry and bright, the traffic was regular and free flowing.

Langridge cross, A381

At this location there is a ghost right turn lane which means if there was a stationary bus there would be room for waiting traffic to pass safely. The bus would also be visible for some distance allowing traffic plenty of time to adjust speed on the approach to the stationary bus. Distance from Langridge cross to junction with Fore Street Harberton approximately 1170m

Crossing East to west

Due to the alignment of the road crossing the A381 at this point provides good inter-visibility both to the north and south.

Looking north



Looking South



Crossing west to east

Due to the alignment of the A381 at this point provides sub-standard inter-visibility, this is exacerbated by both the volume and average speed of the traffic.

Looking north



Looking south



Conclusion

A north-bound bus flag could be located at Langridge cross but I would strongly recommend that a southbound is not placed here due to the lack of inter-visibility, the distance to cross, and the speed and volume of traffic.

Bennetts Cross, A381

This is the next junction on from Langridge Cross travelling south.
Distance from Bennetts cross to junction Fore Street Harberton approximately 1480m.

Crossing east to west

The view to the north is compromised slightly due to the curvature of the road both vertically and horizontally.

The view to the south is reasonable and traffic was slower than at Langridge, this is potentially due to the tight bend just beyond Brockhills Cross.

A stationary south bound bus would force following vehicles to overtake on the outside of the bend reducing the visibility of any approaching traffic.

Looking north



Looking south



Crossing west to east

The view to the north is poor, and any pedestrians crossing the road at this point could get caught out by a fast approaching vehicle.

The view to the south is good and allows a pedestrian clear sight of approaching traffic.

Looking North



Looking south



Conclusion

A north bound bus flag could be located here but a south bound flag would pose risk to pedestrians crossing in both directions. It would also be a risk to south bound vehicles overtaking a stationary bus colliding with north bound traffic, the only mitigation here is that north bound traffic appeared slower than at Langridge Cross.

Brockhills Cross, A381

This is the next junction on from Bennetts Cross travelling south.
Distance from Brockhills cross to junction Fore Street Harberton approximately 1640m

Crossing east to west

The view to the north is acceptable and gives pedestrians sufficient time to make a decision to cross. The view to the south is poorer but does have the benefit of slower moving approaching traffic after traffic having slowed for the bend further south. Due to the slower moving uphill traffic, a stationary southbound bus would be reasonable to overtake.

Looking North



looking south



Crossing west to east

The view to the north is fine and allows pedestrians time to make a decision to cross the road at this point. The view to the south is foreshortened by the bend but has the benefit of vehicles approaching slower due to the bend. Any northbound vehicles approaching a stationary northbound bus would have a good view further north. The only issue, is that it would not take many stationary vehicles behind the bus to queue down towards the bend and raise the potential for rear end shunts on the bend.

Looking North



Looking south



Conclusion

Brockhills Cross appears to be the best location for a south bound bus flag of the three locations visited. The best northbound flag location would be at Langridge cross.

Safer Travel Strategy & Programme Officer
25/07/2024