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Ack.

Sandra Hutchings

From: Patricia Collier
Sent: 29 January 2014 11:57
To: DPD
Subject: Masterplanning response
Importance: High



Ms J Clifford
Masterplanning Consultation
Forward Planning
Mid Devon District Council
Phoenix House
Tiverton EX 16 6PP

D. M. Collier
Chapel Anthony
West Manley Lane
Tiverton EX16 4NH

Tiverton Eastern Urban Extension- Second Consultation

29th Jan 2014

Dear Ms Clifford,

My thanks to you for your time given to the meeting with West Manley Lane Conservation Group. As a member of the Group I would like to express my support for our group's response to the consultation.

Having lived on the Lane for forty years and followed the planning process for the last five, I have my own considered views on the Masterplan and have detailed them below.

Mid Devon District Council voted against the initial Masterplan and my concern is that there have been few changes or additions to the revised plan to address the shortcomings of its predecessor. If we are to give a considered opinion on aspects of the plan then the details need to be clear and precise and address the many problems that a development on this scale is likely to create both for existing and future residents of the area.

At the various exhibitions attended in the course of examining the revised Masterplan my questions and concerns were too often answered with the advice '*that these details/problems would be resolved at the detailed planning stage.*'

This approach on the previous large development at Moorhayes Park has demonstrated the failings of leaving too much freedom to potential developers.

I am concerned that the size of the development and the various trigger points for traffic links will pose a serious risk to the children at Blundells School. Even with traffic calming the increased traffic, particularly with heavy delivery wagons, is bound to create a serious hazard to the pupils and staff. The Masterplan should be addressing this as a priority.

In item 7.9 Greenspace and Ecology '*The Ailsa Brook corridor and SSSI will be buffered from development, protected and enhanced*'. This has been addressed in part but the SW corner to the south of West Manley Lane is now illustrated as having housing on it. Problems, as I see them, are detailed below.

In item 7.11 Hydrology '*Development should not impact upon Tidcombe Fen, Ailsa Brook or surface water flooding areas*' Tidcombe Fen and its 'catchment area' are clearly indicated in the Masterplan but the catchment area actually extends over most of the EUE to the south of Blundells Road and particularly to the south of WML. It is convenient to shade an area which will not be built on and designate it for special protection but this protection should extend over the full

catchment area if the SSSI is not to be threatened. This same catchment area will serve the development for the disposal of sewage with a sewage pumping station being required at the lowest point of the developed site. This point is in the SW corner of the site alongside the Ailsa Brook and directly above the SSSI.

With the acknowledged risk of flooding in this area this will run a high risk of pollution to the fen and should be addressed as part of the masterplan.

The Masterplan states that SUDS protection will be required to reduce the risk of flooding and maintain historic flow rates through the Tidcombe Fen. Once the development moves to the south of Blundell's road the work will be in the catchment area of the Ailsa Brook and TFen and SUDS protection will have to be provided. At the same time sewage disposal for these properties draining towards the Ailsa Brook will have to be provided. If SUDS are not designed into the early phases of the development then areas lower in the Ailsa Brook valley will be threatened and obliged to compensate for any earlier shortcomings.

For these reasons I think it is necessary for the Masterplan to include more comprehensive details of SUDS and sewage disposal so that it is properly phased and the risks reduced. A visit to the West Manley Lane Conservation Group website (www.westmanleylanecg.org) should be made by all officers as it will illustrate how close some of the existing properties have come to being flooded and indicates why we are concerned about on going SUDS protection as work on the site proceeds. The flooded areas illustrated on our website extend well beyond the areas illustrated as Fluvial Flood Zones 1 and 2.

The Masterplan now indicates sports fields to the south of the Railway Footpath with a designated access across the Ailsa Brook and RFootpath. Given the scale of these fields (with possible floodlighting) and current usage patterns of similar sports fields, the 'green corridor' linking the TFen to other green areas is all but lost. With the traffic problems already experienced on Tidcombe Lane and Glebelands Road access to these sportsfields via Glebelands Estate is impractical. Access must therefore be via area A as indicated by the dotted line on the map. If the adjacent new estate is not to be swamped in parked cars or even coaches then some form of parking facility will be required. The alternative of a road across the RFootpath to parking on the sports field (with the infrastructure cost implications) would further seriously undermine the viability of the 'green corridor' and the TFen

The Masterplan has ill defined details as to how WML will serve the estates to its south and despite stating the importance of the hedgerows and banks there are no suggestions as to their protection. I was pleased to see the 'green buffer' zones used generally along the lane and next to existing properties.

With the need for SUDS, sewage pumping station, car parking, green corridor and buffers to important hedgerows and the heightened risk of flooding I consider the housing development to the south of WML as a step too far.

If the fields in this area were adopted for the sports fields/recreational area they could be landscaped using the spoil generated by the development of the rest of the site (as was Blundell's playing field from the spoil generated by the Canal Hill Development). The sewage pumping station could be positioned at a level that would reduce its vulnerability to flooding and the sports fields would combine well with attenuation ponds and other SUDS protection which would act to enhance the green corridor to the TFen. The fields would also be within practical walking distance along the 'green lane' from the school.

The proposed sports fields off Glebelands might then be considered for development in the LP3 plan creating finance to improve the road access via Tidcombe Lane.

Yours sincerely
David Collier



Mrs Patricia Collier
Chapel Anthony
West Manley Lane
Tiverton EX16 4NH

29.01.2014

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Ref ; West Manley Lane

I have several queries about this area of the plan which have not been satisfactorily answered by attending exhibitions.

It appears on the masterplan that the lane has been widened presumably to give access to the proposed new houses in the three fields South of WML. The lane is currently single track with high banks either side, any road serving these estates would not be single track and may have footpaths, this would destroy the character of the lane.

In that MDDC have acknowledged the 'historically important hedgerows' and the Inspector commenting on the AIDPD (Jan 2011), cautioned against the "adverse impact on...wildlife and ancient hedgerows in WML" it would be wrong to remove what are important hedgerows and the high banks of this classic Devon Lane.

From the outset we have always requested that the character of the Lane be retained for the enjoyment of all the new residents in the EUE. They would appreciate, I am sure, an unspoiled area within easy reach, as a contrast to the estates which are going to be built. Once the area has been destroyed, it cannot be recovered, I ask you to give this serious consideration as well as the removal of the three fields south of WML for development.

A further discussion I had with officers was about the playing fields at Glebelands, there seems to be a lot of uncertainty about access as it is ill defined on the plan. The access apparently breaks through the hedgerows in WML and presumably crosses the lane. There is a suggestion that the current 'dotted line' may be vehicular access (rather than cycle/pedestrian access) running across the Railway footpath and the Ailsa Brook thus creating a greater barrier to the SSSI.

There has been concern from the residents at Glebelands about on road parking as there is little or no provision for cars at the playing field, so will access be by cycle or on foot via WML crossing the railway footpath? Should players decide to arrive by car, where will they park? Should teams arrive in a coach, how will it access the playing field? The movement along this 'path' will disturb wildlife and what was supposed to be a 'green corridor'. Assuming it will be lit, that will cause even more disturbance.

The importance of the green corridor for the future seems to have been lost with the amount of housing planned south of WML, these three fields should be returned to what was originally considered important: the green

infrastructure. The effect of light pollution from these houses and the impact on wildlife should also be considered,

The area has been described by you as "...a diverse network of native hedgerows...associated with characteristic hedge banks (particularly valuable examples lie along WML and the sunken farm track)" (p131) its contribution to 'existing network of hedgerows and veteran trees, local historic and archaeological features' (p61). I was pleased to see green buffer zones incorporated into the plan as a protection for some of the hedgerows and the area around properties.

In discussion with Officers and Planners in the past we have expressed concern about any housing between the Railway Footpath and WML which compromises the tranquillity of both and interferes with the link from open land to the SSSI. Tidcombe Fen. This area should be a major part of the green infrastructure as it will be within walking distance of all the proposed housing and would be a huge asset to the new school (as would the documented WML's Heritage Assets: the listed farms at Pool Anthony, Prowses and Coplestone, the site of the pre-reformation chapel and medieval settlement, drovers track and the significant Palaeolithic flint finds.) The current review of the number of houses needed in Tiverton could eliminate the need for development in this area. In that it is in phase 1c, other less sensitive sites may have been brought forward and the whole green corridor: Canal/Railway walk/SSSi/Devon Lane (WML) can be retained.

I would appreciate officers making reference to WMLCG website:

www.westmanleylanecg.org which has been online for over four years and gives useful information about the area and flooding issues as well as details of the flora and fauna collected over a number of years.

Yours sincerely
Patricia Collier (Mrs)