

Comments on Eastern Urban Extension Masterplan SPD

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3.1 The Vision

“Living in Post Hill means being able to enjoy the best of Devon rural living within a mile of the heart of a bustling market town.”

Unfortunately this is demonstrably untrue

From the closest western edge of the development on W. Manley Lane to the eastern edge of the retail area of Tiverton (Lowman Green) is exactly 2km (1.25 miles). From the centre of the development (the new neighbourhood centre) to the centre of Tiverton (junction of Bampton Street and Fore Street) is closer to 1.6 miles

“shop at the Post Hill stores and post office”

Very unlikely that any neighbourhood centre will have a post office, given the current climate of post office closures

3.3 Guiding Principles

B. Movement transport

“One major change is the lack of provision for a second strategic highway connection”

If Hartnoll Farm comes forward as a development site within the next iteration of the local plan, the route for the second strategic highway connection will need to be safeguarded – even if it is an expensive and difficult option to realise.

E. Economy and employment

I note that that as well as the block of employment land in the north west of the site it is intended To have small scale ‘satellite’ clusters within the proposed residential areas? What is the nature of these small scale ‘satellite’ clusters?

4.3 Movement

- Changes to Manley Lane and West Manley Lane to restrict access

Do you know what is being proposed here? I assume this does not mean blocking off either of these Lanes.

I have commented before in the first consultation that the new road junction onto the A361 should cater for a footpath link to the Tiverton Footpaths 18,19,20 on the other side of the link road. This would improve the permeability of the link road to residents of the EUE and strengthen pedestrian links with the surrounding countryside.

4.4 Land Use

Green Infrastructure

My greatest concern with the masterplan is the phasing of the community and green infrastructure. Since the majority of the green infrastructure will only be realised in Phase 2, there is a risk that it will never be delivered, particularly if the economic realities of development have changed by the time Phase 2 is agreed. Since this is a major part, in my view, of the attractiveness of the development, and part of the essential vision of a garden city development, leaving it to Phase 2 leaves it vulnerable to the inevitable changes in the economic realities of development and any potential changes to planning legislation. I would like to see if there was any way to strengthen the masterplan and the agreements that flow from it, to ensure the desired green space between the old railway and the canal is delivered and that developers do not wriggle out of providing this important part of green infrastructure.

I agree that temporary green infrastructure should be provided at the neighbourhood centre, until the delivery of the major green infrastructure south of the railway walk, but given the phasing in of the school and other facilities, this green space will become diminished, before the alternative green infrastructure is provided.

5.1 Reinforcing the Structure

A Neighbourhood Centres

“Generally three storeys to mark the neighbourhood centre upper floors provide opportunities in terms of community uses and facilities”

Three storey buildings are not normally a good idea for community use as they increase the access issue.

B Residential Core

Particularly in the area close to the neighbourhood centre where housing will be densest, there seems to be a potential contradiction between the design principles stated in the masterplan of narrow carriageways and on street parking. This could lead to difficult clogged up streets.

To realise the vision around Green energy, a lot of thought will need to go into the road layout to ensure the maximum number of houses have south facing roofs. The current illustrative designs don't really take this into consideration.

E The park edge and south east area

If Hartnoll Farm comes forward, rather than “feathering into the landscape”, it would be better to make structural connections between the South East of the EUE and Hartnoll Farm.

6.2 Assumptions about the rate of housing delivery

If I am reading it right we could be waiting to 2024/25 for the start of phase 2A which means waiting 10 years for the green open space provision. Even with temporary provision of green infrastructure at the neighbourhood centre, this is a very long time.

6.3 Approach to development phasing

“Whether development on the urban extension will be able to afford to fund all the associated infrastructure will need to be robustly demonstrated via viability evidence.”

What if viability evidence shows the development cannot afford to fund the infrastructure? Will we get all the houses, without the attractive infrastructure which is promised?

6.4 Infrastructure requirements

Provision of local shopping and community facilities

Given the current phasing timetable it could take up to 10 years to deliver local shopping and community facilities. This is much too long to wait for basic community facilities, and some phasing of the community facilities may be necessary to bring forward some community space in a phased way so that some community activity can happen earlier on in the development.

6.5 Development Phasing

There is a disparity between the small scale drawing of Area A Phase 1C and the large scale drawing

