

Masterplanning Consultation
Forward Planning
Mid Devon District Council
Phoenix House
Tiverton
EX16 6PP



February 2nd 2014

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TIVERTON EASTERN ACTION (T.E.A.)

RESPONSE TO SUPPLEMENTARY PLANNING DOCUMENT

Dear Forward Planning Team,

T.E.A. represents well over two hundred local residents who are concerned about the proposed Eastern Urban Extension (EUE) of Tiverton.

T.E.A. has a mandate to present a summary of consensus views reached by consultation within our membership, and during our carefully minuted public meeting at Halberton on April 23rd 2013.

T.E.A., as a broadly representative residents' organisation:

- approves reductions, as compared to those in the AIDPD, in both housing and employment land allocations.
- welcomes lower housing densities in the Masterplan.
- appreciates and approves the greater emphasis given to Green Infrastructure and public open space.

In addition to contributing to a collective response through T.E.A., many of us have visited the Master Planning meetings and submitted our own detailed individual comments on the Options report.

We appreciate that the Eastern Urban Extension forms an important element of Mid Devon District Council's plans for future housing and employment needs. However, the significant changes in national and local economic and

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3. The NPPF states that development 'should be located where practical to create a safe and secure layout which minimizes conflicts between traffic and cyclists or pedestrians', and that 'encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion'. In our opinion, the western end of the C769, the major road link between the EUE and the town, cannot meet these requirements.
4. Access to the proposed development by Waddeton Park Ltd in the north-east of the Eastern Urban Extension is extremely unsatisfactory, both Uplowman Road and Putson Lane being too narrow and hazardous to cope with the projected increase in traffic. If, as recommended by Devon Highways, the Putson Lane route is selected, considerable road enhancement is necessary, and it is essential that steps should be taken to protect Fairway from any increase in through traffic.
As an alternative option we support the use of an alternative route to the development through the former Post Hill Hospital site.
5. Many residents of Halberton, Uplowman and Ash Thomas have expressed considerable concerns about the potential increased traffic from the EUE along roads which are already experiencing enhanced traffic levels with associated problems, and we are concerned that this issue needs to be addressed as the development progresses. The same applies to potential 'rat-running' along Tidcombe Lane, and local residents are also increasingly concerned about the increase in traffic which accesses Tiverton using Manley, West Manley and Warnicombe Lanes.

Housing Types, Tenures and Quality

The NPPF (National Planning Policy Framework) stresses that 'it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.....good design is a key element of sustainable development, is indivisible from good planning, and should

contribute positively to making places better for people'. We thoroughly concur with these objectives and agree that housing in the Eastern Urban Extension should be designed to the highest possible specification, with architectural variety and a mixture of tenures and types, avoiding the uniformity and high densities exemplified in much of the Moorhayes estate in Tiverton.

The Post Hill area enjoys an excellent quality of life and residential house prices are high. This represents an opportunity for developers to 'go for quality' in a way which should be profitable, but should also contribute to the perceived status of Tiverton as a community and as an economic destination.

T.E.A. wishes to see high quality design and continued exceptional environmental and lifestyle quality. Local residents involved in T.E.A. would welcome the opportunity to 'co-create' an exceptional development in our area.

Flood Risk and Sustainable Drainage

The NPPF states that 'when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding informed by a site-specific flood risk assessment'.

Flooding in the valley of the Lowman, and its tributary, the Ailsa Brook, is a chronic issue, the impact having been especially severe in Tiverton during October 2012. We have concerns about the potential effects on direct surface runoff and groundwater of a large development with many impermeable surfaces. We would need to be assured that these could be satisfactorily mitigated, SUDS and soakaways being of limited benefit in an area where soil infiltration is very limited for much of the year.

Extreme weather conditions appear to be becoming more frequent and the use of past flows to predict flood recurrence intervals is becoming problematic, even with an allowance for the effects of global warming. Therefore, considerable improvements to the Lowman's flood defences, as well as targeted protection of Craze Lowman and the nationally important Tidcombe

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Fen S.S.S.I. , may be needed before the completion of most of this development.

Waste-to-Energy Plant

TEA consider that, if a Waste to Energy plant is, in future, ever built in the Eastern Tiverton area, it should be located and operated well away from residential properties and schools to minimise nuisance arising from associated traffic and waste handling and processing facilities. Good access to major trunk roads, such as the A361, is essential, and residents would need to be reassured about the technology proposed and about any concerns they might have about adverse environmental impacts.

Utility Services – Sewerage

Much of the sewage from recently built housing estates in the Tiverton area is drained into holding tanks which are emptied into road tankers which are driven to the South West Water Treatment works for processing along the un-adopted Collipriest Lane, this road being a highly inadequate conduit for such frequent movements. The resultant sludge is returned along the road for disposal elsewhere.

Although we are assured that the treatment works can cope with the new development the present pipe infrastructure is completely inadequate to cope with a large potential increase in use and it is essential that, adequate new provision is made for the movement of sewage.

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