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To: DPD
Subject: Tiverton Eastern Urban Extension



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1. Access

Access to/from the North Devon Link Road must be the first step before a single dwelling or industrial unit is built.

MDDC recently refused a planning application on the grounds of 6 additional traffic movements a day on to the existing Blundell's Road/Halberton road network. A single house would generate more traffic movements. To permit any development onto the existing road network would be "Wednesbury unreasonableness" and potentially subject to judicial challenge.

2. NDLR Second access

On preservation of the existing trees and hedges on site (which must be done) there is not likely to be room for more than 1250-1500 new houses, in which case a second access to the North Devon Link Road will not be necessary (or viable for a small additional number). This should be recognised now and no further resources expended on planning such an access.

3. "Affordable Housing"

Social housing is of the utmost importance, but to try to fund it by a "tax" on open-market housing is absolute madness. An "affordable housing requirement" is a tax by another name.

The MDDC DPD recognises that at 2009 prices the provision of one "affordable house" costs a developer £50,000. A 40% requirement on a development therefore adds upwards of £30,000 to the cost of the remaining open-market houses, thereby putting them beyond the reach of those wanting to move "up the ladder" from social housing.

This is a general point, but is of particular importance on this site, where infrastructure costs will be so high.

4. Sewage Disposal

The Tiverton Sewage Works may have capacity for the effluent from another 500+ houses, but the access to the sewage works will not stand any further increase in traffic. It is a private road over which SWW have a limited right of way. Until relatively recently the traffic consisted of two bicycles a day in and out. It is now regularly used by very large and heavily laden vehicles both in and out. These vehicles have done great damage to the surface. They are in competition with the traffic to upwards of 30 private houses, two farms and a public footpath. The additional traffic which would be generated by SWW having to treat the effluent from another 500-1500 houses would be "the last straw". MDDC, SWWA and the proposed developers must not "bury their heads in the sand", but must recognise that this is a problem and the evolving plan must make provision for resolving it now rather than let it delay (or halt) the development after it has started.

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