

AKK 30.5.13

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Gornhay Rise

Coleman Close

Tiverton

EX16 4QE



52/3709

26 May 2013

**TIVERTON EASTERN URBAN EXTENSION – MASTERPLANNING CONSULTATIONS**

I am writing in response to the Masterplanning: Options Report, dated May 2013. I have seen the TEA response and by and large agree with a significant proportion of the views articulated. However, perhaps I could offer a slightly different perspective when considering questions three and five.

Overall the aim of any development must be to create a functioning and pleasant environment to live in, whilst having a minimal disruptive effect on existing living areas and natural wildlife habitation retaining or enhancing the quality of life for people already there or those aspiring to join a community. At this stage of the plan my overall impression of the Tiverton Extension may jeopardise that balance by being too ambitious and too large, concentrating on maximising potential profit at the expense of harmony of new and old.

It with this in mind that I would like to address my concerns over the three key questions referenced above that, I feel, have the greatest impact on the residents of Coleman Close.

**Question Three:**

This issue is related to the potential damage that would no doubt impact on the current public footpath that runs along the lower edge of Blundell’s Amory field, providing access to Paradise woods and the river Lowman. This area is habitat to much wildlife and is a well- used and safe area for recreation, particularly children, and also provides unspoilt fawner for ramblers and dog walkers alike.

Current drawings illustrating “Options for Access” show the red routes A and B driving straight through this area. And it would be impossible, no matter how well engineered or sympathetic a road might be, **not to cause significant damage and severely restrict** access to the woods and river; denying, in particular, young people and children the right to an oasis on the edge of town which provides so much in terms of fun and exploration in a safe environment.

### Question Five:

This relates directly to my opening paragraph and subsequent observation above. T.E.A, have provided a significant input on this question. But I would like to offer further thoughts on the issue of traffic routing. The most important point is to provide a safe and convenient access to the A361 and the Purple Junction would appear to be able to meet the requirement and be at the heart of the new development. It would provide access to both East and West traffic flows on the A361 and be the shortest distance encouraging traffic from the new area to take the shortest and therefore most convenient route to the A361.

What then concerns me most are the two red routes A and B. the illustration shows them both driving directly through the lower Blundell's field; which has flooded significantly three or four times a year from the Lowman bursting its banks. This would seem a flawed solution as any route would surely have significant issues on both construction and subsequent impact on the environment, especially further flooding both upstream, Coleman Close properties, and downstream, Tiverton town centre.

These two routes then drive though the small strip of land separating Coleman Close and Gornhay Orchard, this obviously would split the two communities.

Living in Coleman Close I have four main concerns:

- a) Coleman Close consists of seven dwellings, both new and renovated (grade II listed). It has a deceptively steep gradient at the top of the Close. I would be very concerned how the plan could provide a safe junction onto the proposed red routes, which would enable access to turn left or right. Particularly when you consider the camber that would be necessary to compensate for the angle of the land.
- b) Over the last 5 years the UK has suffered significant weather extremes. Even the smallest amounts of snow and ice have meant that residents have been unable to drive up and out of Coleman Close, due to the steep gradient; it results in Residents parking cars at the top of the Close or in the adjacent lane to Blundell's playing fields to ensure vehicle mobility. Assuming that these meteorological conditions are set for some years to come then I cannot see how either of the routes A or B would provide safe access.
- c) Another key issue associated with the gradient is the significant water run-off from Blundell's road, Gornhay Orchard and the Amory playing fields, which has resulted in flooding of all the homes and garages in some way in Coleman Close. This flooding, due to the sheer volume of water, is a sadly regular occurrence and increasing a catchment area with an unsympathetic camber, para a. would only make this worse.
- d) If red routes A and B become the de facto main artery, then the very noise hazards and pollution levels which are cause for concern on Blundell's road would only manifest themselves in a different area impacting on Coleman Close; ironically three of the seven homes would be unable to fit double glazing to reduce noise pollution due to their grade II listed status!

On examining the options for access, I would suggest that the, currently discarded, pink route would provide the option which would have the least impact on any residential area, and this should be

reconsidered. I agree whole heartedly with T.E.A. in the view that a single individual land owner, who does not even live in the area, should be able to have such an impact on local residents.

I would also offer that with regard to the blue route and the impact on Blundell's School, that an option for a foot bridge for pupils could be considered. Additionally some form of traffic funnelling such the Halberton restrictions could be considered on Blundell's Road; it would have a calming effect on speed, but also most likely discourage drivers to use of that road with drivers favouring the easier purple junction access to the A361.

During the consultation meeting with MDCC representatives at Tiverton Pannier Market, 18 May 2013, I proposed that it would be hugely beneficial to meet with planners at Coleman Close and discuss the issues explained above. After reassurance from Council Staff this would be possible and the appropriate team member would be in touch to arrange a meeting, it is very disappointing that nobody has contacted me as yet.

With respect to the remaining questions, I welcome the T.E.A input but refer to my opening sentiment. I see a well- planned Extension to be a potentially positive development both economically but also in attracting new families and enhancing those individuals' quality of life by being part of a rural Devon community. However, **due consideration must be given to those already established in the area** and the impact of such a development must be kept to a minimum .

Yours sincerely

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