



Tiverton Eastern Urban Extension

1. Do you feel the balance between employment and housing development is appropriate?

We do not understand why the employment allocation is so large given that industrial estates in Willand, Cullompton, Wellington and Tiverton itself always have empty units or undeveloped sites.

In the Tiverton plan all the employment is based in one large area. This is true for both option 1 and, with one small exception, option 2 as well. This lack of variety may be explained by planners being constrained by the need to accommodate DCC's waste energy centre. If we remove this unspecified centre from consideration the planning has the potential to be more flexible. Housing could then be developed in the field between Blundells playing fields and Pool Anthony Drive, facing onto Blundells road.

Currently the only attractive route into Tiverton not impacted on by retail or industrial development is Blundells road from Post Hill. Filling the field space in question with employment units, as proposed, compromises the identity of the area completely, contrary to the aims of the Vision statement.

A well-designed housing development of terraced and detached houses separated by trees and a Devon bank from the employment land would remedy this.

The employment development offers the opportunity for an imaginative approach to the design of units, especially those close to roads and housing. The industrial estate on the way into Dulverton is an example in our view of non intrusive development, sensitive to the needs of an area. Hi Tec companies should be encouraged to expand into the development, given the current initiatives in Exeter.

2. Do you have any comments on the vision within the Options report?

The "Vision 2035" section reads like an advert for the new housing developments. It appears to be aimed at people thinking of moving into the area and glosses over the harsh reality of the plan for current residents.

Many of these residents, especially those living in close proximity to the Link Road, will find that the development, as proposed, will indeed "compromise quality of life" due to the heavy increase in noise and air pollution, and that the "the rural identity" now experienced will have disappeared completely. All that the "Vision" reveals is a complete lack of understanding about the consequences of what is being proposed.

3. Are there existing environmental features you would particularly like to be protected or enhanced?

All the mature trees in the fields on both sides of Blundells road should be retained. The old railway line should be enhanced by providing additional open green space on either side; this space to be wide enough to allow families to enjoy proper leisure time together. Fringe green space as seen in Cullompton developments is not in keeping with the area..

4. How should the energy needs of the development be met? Do you support the inclusion of an energy centre and district heating scheme?

The energy needs should be met conventionally via the national grid.

We do not support the inclusion of an, as yet, unspecified Waste Energy Centre. The technology which supports this type of localised waste energy production, in line with the Proximity Principle stated in DCC Waste management Strategy, 2.9.13 is unproven. It is therefore totally unsuitable for Tiverton given the sites proximity to residential housing and local schools!

Such a plant would require a constant supply of waste material 24/7 to and from the site. The potential impact of the noise and pollution from such traffic on local residents, adjacent to any new junctions or roads, in addition to the impact of other new industrial traffic, renders the inclusion of the Centre even more undesirable. If the Waste Energy Centre is not adopted, these traffic issues affecting the plan become more manageable though still severe for neighbouring residents.

Given the amount of roof space available in the proposed employment area, all units could be constructed with photovoltaic panels linked to the national grid.

5. How should increased traffic be dealt with, and where should the new highway junction with the A361 the N.Devon Link Road be located?

How should traffic calming and environmental enhancement of Blundells Road take place? When should highway improvements be provided?

It is difficult to understand why both Option 1 and 2 blithely propose a major junction with the A361 right on top of the one residential area that is already extremely close to the link road, ignoring all other options. The area of Pool Anthony Drive and the side of Uplowman Road nearest to the Link Road is seriously affected already by traffic noise, especially in wet or windy weather. We have dealt with the drastic traffic implications of the proposed waste Energy Centre previously. However, even if the Centre is not adopted, the increased traffic to and from the employment development will be continuous and could still be 24/7 from some companies. This traffic noise is in addition to the traffic noise from the Link Road. The proposed purple junction cannot fail to increase noise and emission pollution drastically, due to the sheer volume of traffic planned, thus seriously compromising residents' quality of life and probably health. Housing prices will be affected. Even the construction of such a junction would place extreme levels of stress on residents, given the lack of space for contractors to work in. This lack of space would render any proposed "noise-mitigating" construction work entirely ineffective for local residents, once the junction and feeder roads are in place. It is for these reasons that we believe that this junction has to be sited elsewhere for the benefit of local residents.

We remain unclear as to why the originally proposed roadway link to the existing Tiverton Industrial park (the Pink Route) has been abandoned. This would appear to remain the simplest and most elegant alternative access to the Link Road, for obvious reasons. We suggest that this alternative be explored again for the benefit of the local community as a whole. If this cannot be achieved the purple road junction should be

moved to a location closer to Tiverton on the Link Road, more towards the existing Industrial Estate.

One of the criteria for selecting any future site should be that it is as far from local housing, close to the Link Road, as possible, in order to mitigate against the negative consequences for residents.

Only a cursory study of traffic noise or emission levels has been carried out in the Pool Anthony Drive area. Before any site is chosen for a junction with the A361 surely extensive studies into noise and traffic emissions, that might affect residents in the vicinity, should be carried out. These should be done over a period of weeks, in all weathers and at different times, in a number of locations within the area affected, in order to gain a true picture upon which to base decisions.

Once a site is selected all noise-mitigating work should be completed before major construction work is started, for the well being of local residents.

Traffic calming will have to be planned and in place before each of the phases of development are started. It is difficult to see how 200 houses and 10,000 sq metres of employment space can be built without at least some road alterations and traffic management, given the narrowness of the roads.

6. What types of housing would you like to see? Where should it be located?

We would like to see a true “mix” of housing, incorporating accommodation for first time buyers as well as affordable homes for working families, in all areas of the development. Small low level apartment blocks, terraces of 4 homes, as well as semi and detached houses, all have a place in this development, in our view. Housing units should not be “dense pack” merely to maximise profits but built in small groupings, arranged imaginatively, with green walkways between them in line with the Vision statement. First time buyers should not be condemned to gaze at the link road! The styles of developments in Cullompton and alongside the M5 at Weston are examples to be avoided. Nor should the style of housing in the Cowley Moor development in Tiverton just be replicated in Post Hill area.

All roads should have pavements to facilitate ease of movement. All affordable housing should be built with solar panels as standard to reduce energy usage. This could be a significant feature for the development long-term. As previously stated we believe housing should also be built in the designated employment space along Blundells road to maintain the character of the area.

7. What types of employment should the urban extension include and where should it be located?

In our view the area designated is too restricted for heavy industry. That said a mix of employment should be encouraged. The employment area should be zoned, with medium- large companies, factories and transport depots based away from housing along the boundary with the Link Road. The smaller enterprises then radiate out from them. Office space and clean technology would be next to housing and major roads.

Assessment of the potential impact of each company on the surrounding area would be needed.

8. The master plan will provide major areas of green and recreational space. What should this include?

Playing fields next to the School and Community Centre, catering for football, cricket and rugby should be included. The school would have its own green space for sporting activities as well as the potential for a nature study garden. There would also be jungle gym playground for the school. Tennis courts, an open basket ball court, and a further large playground to be sited in this area as well. These would be accessed from a car park on Blundells Road, built in the fields opposite the entrance to Uplowman Road.

A further open basket ball area and large playground would be needed at the other side of the development towards the old railway line. These could form part of the enhancement of that area but should not cut down on the green space offered to residents. A skate park could also be placed in this area away from housing.

As previously stated there should be major enhancement on both sides of the old railway line. Option 2 has the ideal proposal of green walkways between housing developments, crossing the whole area and in the area of Post Hill leading to central green area. These walkways should be tree-lined and be wide enough for two-way traffic by families with small children and push chairs, as well as accommodating a two-way cycle lane. There should be hard standing to enable wheelchair access to all the green areas.

The central green hub should be developed as a "Green Plaza" and be large enough for small performances or concerts by local schools or groups. It could be landscaped as a small amphitheatre surrounded by trees.

On the other side of the development, between Fairway road and the Link Road there is the need for a play ground and green leisure space in the middle if the housing below Fairway. The land which is unsuitable for housing would appear to lend itself to a further activity play ground, skate park and green amenity area, protected in part from the noise of the Link Road by baffle banks that would be planted with trees.

9. The local centre. Where should it be located? Are there any community facilities or services you would like to see in the local centre.

The local centre would be best situated in the fields opposite the entrance to Uplowman Road. The school would be adjacent to the Community hall to enable it to make use of the facility if required. The school, hall and shopping facilities would be grouped around an ample car park to cater for school and shopping traffic and users of the hall itself. An entrance wide enough for two way traffic would provide access to this car park from Blundells Road. The large Community Hall would be similar to that in Uplowman village, comprising multi-purpose hall with large kitchen area, toilets to cater for groups using the facility and changing rooms for local teams using the playing fields and courts behind. Office space for the site manager would also be necessary. The shopping space would include a small supermarket and a local council office. The School and Community Hall would be fitted with photovoltaic panels to defray energy costs.

10. Please comment on the two emerging development options.

We do not have a preference. Our earlier comments and suggestions reflect the content of the two options.

11. Do you agree with the scope and content of the proposed masterplan document?

Yes.

12. Do you have any other comments to make?

No

We are members of the public.

We live within the boundary of the allocated site at Post Hill.

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