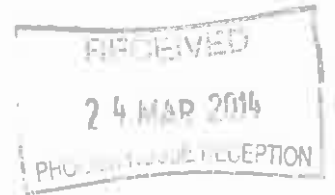


Local Plan Review Consultation  
Forward Planning  
Mid Devon District Council  
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Phoenix Lane  
Tiverton  
EX16 6PP

The Linhay,  
Warnicombe Lane  
Tiverton,  
EX16 4NZ  
20<sup>th</sup> March 2014



Dear Forward Planning Team,

**Draft Local Plan Review**

I am writing to object to Option 1 in the Local Plan Review; the possible further extension of Tiverton eastwards to the Grand Western Canal.

I feel strongly that a further extension of Tiverton to the East of the town threatens to transform the historic market town into an urban sprawl, irrevocably devaluing The Grand Western Canal as a tourist attraction, local leisure facility and wildlife reserve for present and future generations and sacrificing a large area of grade 1 agricultural land. Furthermore, to develop the land at Hartnoll Farm would be to disregard key objectives set out in the review:

Policy S2

d)...the promotion of sustainable rural tourism and leisure development.

e) Promoting sustainable transport by reducing the need to travel by car....

i) Promoting healthy communities.....access to high quality open space and opportunities for sport and recreation and the designation of local green space) .. meeting the challenge of climate change by supporting a low carbon future.....conserving natural resources and the use of land.

k) Conserving and enhancing the natural environment by protecting and enhancing valued landscapes..... providing green infrastructure, a net gain in biodiversity....

l) Conserving and enhancing the historic environment through the identification and protection of designated and non-designated heritage assets and assessing the impact of new development on the historic character of Mid Devon landscapes and townscapes.

Developing the land at the site of the Hartnoll Farm will result in the merging of Tiverton with the village of Halberton. Tiverton will become an urban sprawl stretching over 7.5km from East to West. This linear development will result in increased journey times, with the consequential increase in pollution and carbon footprint, and will maximise the negative impact of any development on the surrounding countryside as compared to a more compact, nuclear development .

The development of Hartnoll Farm will reduce the first, and arguably the most important, 5km of the Grand Western Canal to a route through an urban environment. Any thought that the negative impact of a 1000 plus housing development on the 2km stretch of the Canal bordering the site of Hartnoll Farm can be mitigated by a green buffer zone is, at best, wishful thinking. Most of this stretch of the canal is significantly higher than the adjoining Hartnoll land and will therefore provide present and future generations with a viewing platform over an urban landscape: a dismal and depressing legacy for all concerned.

The Eastern Urban Extension has highlighted the limitations of the C769 as it passes through Halberton and as a main route into Tiverton particularly as it passes through Blundell's School and its termination on the Western Way. A new residential development at Hartnoll Farm would trigger the building of a new relief road to the north of Blundell's School ('TIV 4') which would result in the loss of amenity for many people, including residents of Gornhay Orchard and Coleman Close, as well as a potential increase in flood risk in the Lowman flood plain.

I believe that Option 2a (Junction 27/Willand) in the draft Local Plan Review has greater advantages for future development than Hartnoll Farm. It is a transport hub, being close to the junction of the M5 and A361 and Tiverton Parkway station; it has the potential to be an attractive location for industrial, commercial and retail development; and it would be an ideal residential location for people commuting into Exeter, Taunton and elsewhere along the M5.

Option 2b (Cullompton East) has similar advantages to Option 2b, being near Junction 28 of the M5 and close to a proposed new railway station. In addition, it would have excellent access to the many existing urban facilities in Cullompton.

I am pleased to be able to support Cullompton Town Council in its wish to take this opportunity develop Cullompton into a thriving Mid Devon community through its support for option 2b and at the same time welcome Tiverton Town Council's decision to embrace the need for development in the town whilst striving to ensure that, through its rejection of the inclusion of the Hartnoll site in the plan, any negative impact on Tiverton is limited.

You sincerely,

David Barnes