

Response to:
Mid Devon District Council's Local Plan Review (LP3) Option Consultation
March 2014

Having responded to the Masterplan consultation it is difficult to decide how the LP Review fits into the overall strategy and how the consultation might impact on the EUE. Our response to the Masterplan is still relevant.

With reference to the LP Options Consultation we would like to make the following comments:

Policy S2

We are not convinced that point a) 'a development focus at Tiverton' accords with Economy 1.25: 'There are low levels of inward commuting and a strong 'pull' from neighbouring urban areas'.

It would seem therefore that Tiverton should not be the focus for further housing development but this should take place nearer to places of employment to reduce travel.

We think that the quoted figure of 47% commuting out of Mid Devon would be far higher if it were applied to the Moorhayes Park development and fear that the same will be true of the TEUE creating much greater traffic movement and little benefit to Tiverton's town centre. Early development at J27 or J28 would at least have the benefit of putting housing close to the M5 and railway link.

A broader strategy for Devon (or Exeter and Taunton) would ensure that house building would satisfy the employment demands being created in those areas.

Policy S3

We support Option 2

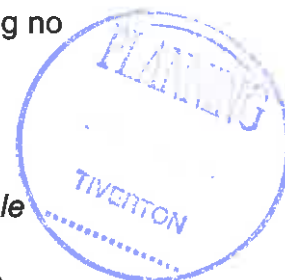
It appears there is now an acceptance that the majority of people now buying new houses in Tiverton then commute to Exeter, Taunton or Barnstaple. There seems little point in expanding Tiverton further to the east making it an urban sprawl rather than a compact market town.

2.12: The comments about Knightshayes applies equally to Tiv2 –Hartnoll Farm and the impact this will have on Grand Western Canal and the entrance to Tiverton from Halberton. Expansion to the east is not the only option as there could be limited development at Gornhay Cross out of the flood plain, which would not affect Knighthayes.

This would give much easier access to Heathcoat Way Industrial site and the town centre, make Tiverton much less of a linear town as well as posing no risk to the SSSI.

Policy S4

It is pleasing to see that housing needs of the elderly have been acknowledged. 2.24 '*This can be either through the design of adaptable dwellings or the provision of housing specifically designed for elderly occupants*'. This needs to be born in mind to achieve the right balance between this requirement (which will be mainly for local residents) and the



construction of large family homes that are likely to attract commuting families.

Policy S6

The serious pressures on the environment and existing green corridors in the TUEU could be relieved by future development at J27/28.

We agree with the statement in 2.28 ' *Communities may seek to protect local green spaces*'

Policy S8

We agree with this policy. Enhancement of the town centre should ensure local and tourist use. Coach parks and town centre toilets should be a priority for tourists as well as clear signage to attractions and facilities. Figures given for people commuting out of Tiverton are high and this probably means they are not only working but shopping in Exeter, Taunton or Barnstaple and less so in Tiverton.

The suggested cinema at Junction 27 would seriously affect the Tivoli in Tiverton with a 'knock on ' effect on the centre.

Policy S9

The CIL is an important way of ensuring the developers help finance sufficient and quality infrastructure and facilities within the control of the Local Authority. There have been recent problems on a new estate in Exeter about the quality and suitability of provision. The level of CIL should be reviewed with this in mind.

Policy S10

We support this policy

Policy S11

We support this policy

2.47:Town centre: see comments S8

2.48: see comments S2 MDDC should continue to review housing/employment needs of Tiverton following the comment '*Exeter and Taunton will continue to draw large numbers of Mid Devon's working residents*'

Point d) we welcome the acknowledgement of the importance of Tidcombe Fen and the supporting green infrastructure and opportunities for enhancement.

Site Allocations

Policy Tiv1

We welcome the more realistic vision of 1000 -1500 dwellings and the review of the employment space needed being reduced to 35000 square metres.

The financing of the infrastructure, particularly the link to the A361, should be established and detailed in the Masterplan before any work commences on the site.

Policy Tiv2

Hartnoll

The proposed development at Hartnoll Farm would extend housing over 2 km from Tiverton town centre creating an unacceptable linear layout. The proposal breaches the town boundary and encroaches on the parish of Halberton and all but links with the housing at Crown Hill. This creates the long term prospect of a sprawling urban development enclosing the Grand Western Canal.

Traffic from Hartnoll travelling to Cullompton or the M5 is unlikely to take the long loop onto the A361 but would take the short route through Halberton village adding further to the traffic problems that already exist. This is even more likely if they are going to use Tiverton Parkway.

As indicated in the LP3 there is a high likelihood of new residents commuting by car to Taunton or Exeter (or Barnstaple) which would only exacerbate the problem

With our present concern of the impact of the TEUE on the Ailsa Brook and TFSSSI any development in the Hartnoll area can only add to the risk to the fen. (nb: Policy S10 e,f,)

Visitors are drawn to the Grand Western Canal but would have to travel along the canal in excess of four miles to pass the urban sprawl and reach a tranquil rural setting. (nb Policy S10 e,f,g)

We consider development at Hartnoll Farm unacceptable and the proposed developments J27/J28/Willand/Cullompton more suitable.

Sustainability Appraisal Jan 2014 :2.4,2.8, 2.11,2.24.,2.26

Policy Tiv 10

The same arguments applied to Hartnoll Farm about the rural setting of the GWC also apply to the Tidcombe Hall site (even with some protection)

Policy J27 & Option 2b –Cullompton East

Whilst agreeing with this area as being suitable with easy access to the motor way and Tiverton Parkway, environmental protection of hedgerows, woodland and green infrastructure should be of great importance to planners, as is the quality of the farm land.

Sustainability Appraisal Options Report: 2.4,2.11,2.12,2.24,2.26,2.27,2.30

We appreciate that MDDC is obliged to provide land for development in line with Government requirements. The fact that we are using up valuable, fertile agricultural land in the South West at a time when world demand for food is higher than ever and growing is unacceptable.

The admission within the LP3 review that some 47% of Mid Devon working population is commuting indicates that new housing is being built in the wrong place and a Government blanket policy on this issue is unacceptable. This problem should be addressed by Politicians and at County level.

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