

Sandra Hutchings

Ack

**From:** Southwest Environmental  
**Sent:** 14 March 2014 11:56  
**To:** DPD  
**Subject:** Land north of Shillingford (Please acknowledge receipt)  
**Attachments:** Shillingford.pdf; Shillingford 2.pdf



Dear Mid-Devon Plan Review Team,

I write with regards to the proposed allocated land areas marked on the attached map, north of Shillingford. I oppose their inclusion as allocated land for the following reasons:

**Inadequate & Unsafe Access. No jobs. Disparate Educational Facilities. Reliance on Fossil Fuel Cars. No community Facilities.**

I find it hard to believe that these areas of land are being considered for residential development allocation as it would contradict numerous core policies adopted in the 2026 Mid-Devon core strategy;

The Mid Devon Core Strategy

The Mid Devon core strategy policy COR1:

"access to education" – Bampton school is currently fully subscribed, the next nearest school is Bolham. The road network impact and negative road safety impacts particularly in Bowden's lane itself, and through Bampton would be significant.

"jobs" – There is minimal opportunity of for employment in Shillingford. There was once opportunity for employment in Shillingford, it had a Garage and a Sawmill. These are both now gone, the former is earmarked for residential development, the later was developed in the 90's. A recent trend in home-working has led to the inclusion of "home offices" in new homes, which may be implemented under code for sustainable homes, these office spaces are impractical and often constitute nothing more than a plug socket and phone socket in a hall way, this combined with decreasing room sizes, due to changes in buildings regs. As a result, and you will have homes that are barely large enough to live in in let alone for home working. For this reason I would suggest that home offices offer no benefit in terms of travel foot print sustainability.

The majority of farm land to the north of the proposed site is a "*Less favoured area*" defined as; "*agricultural production or activity is more difficult because of natural handicaps*" it is not likely that agricultural jobs will be created in this area, and any jobs that were created may be wholly or part funded by government initiatives.

"providing accessible forms of development that reduce the need to travel by car" – Since moving to Shillingford (from Uffculme) our car use has increased dramatically. The nearest supermarket is in Tiverton. The nearest available school is in Bolham, with secondary schooling in in Tiverton. There are no employment opportunities in Shillingford. Bowdens Lane - There is approximately 150 meters of single width road. With no room for cars to pass, even passing a pedestrian requires slowing down and driving on to the grass verge in places. It is unclear how pedestrians or cyclists would navigate this stretch of road safely.

The Mid Devon core strategy policy COR5:

"it is intended that all new development will be carbon neutral" – The new homes reliance of fossil fuelled vehicles will increase carbon intensity of residents activities. The sustainable siting of a residential development is paramount when there are district level aspirations to adopt carbon neutrality (SPD).

The Mid Devon core strategy policy COR7:

"which maximise social and economic benefits, minimise the loss of greenfield sites to built development, reduce the need to travel and make the best use of land and other resources" – The proposal ignores all of these principles, it would result in the potential isolation of low income families, isolation of the elderly, increase the need for travel by car and uses a significant area, of finite high output agricultural land, when other brown field sites are yet to be developed in the immediate vicinity (old Shillingford garage site).

The Mid Devon core strategy policy COR7:

"The location, scale and form of development will be guided by the need for community facilities and any existing shortages" – Bampton School is fully subscribed, the sewer system in Shillingford will not cope with a 68% increase in through flow.

The Mid Devon core strategy policy COR9:

"improving non-car accessibility" – it is difficult to see how non car access can be provided, bus provision is on a downward trend, walking is impractical due to distances involved, and cycling is very hard work owing to hilly terrain. Cycling along the B3227 west towards Bampton is not a safe route, road has several blind corners, yet is typically driven at speed, alternate routes on minor roads are very hilly a back lanes route to Bampton typically taking around 25 minutes.

In terms of provision of affordable homes, low income occupants will be subject to massive financial burdens from travel a minimum of 12 miles a working day for school runs and provisions, approximated at £2000 per annum per car, for a house with two adults minimum travel expenses would total £4000. These estimates are based on figures from the AA.

The Mid Devon core strategy policy COR11:

"ensure that development does not increase the risk of flooding of properties elsewhere" - The site is situated within the river exe catchment and would undoubtedly cause negative impacts on downstream settlements, namely Bampton which already suffers from high river levels at times of peak flow. The site at present represent very low run-off rates and this would be increased with development.

### The Mid-Devon Local Plan Part 3

Mid Devon LP3 DM6;

"will not cause significant harm to people or the environment through an increase in traffic"

Based on a minimal annual household mileage of 3036 miles per annum, this would result in 1250kg of travel related carbon dioxide emissions per annum. A 51 home development would create 63.75 tons per annum of travel related carbon dioxide, this figure should not be manipulated by assuming bus and cycle journeys, as they do not represent realistic alternatives.

The provision for charging of electric vehicles is insufficient as a mitigative measure. Electric cars are prohibitively expensive, and a young technology that is yet to see wide spread adoption. Nobody in Shillingford owns an electric car, this should provide an indication as to potential adoption rates if this land were allocated.

Bowdens Lane is a narrow minor road, which in many places is too narrow for two cars to pass. Adding a potential 200 daily vehicle movements on to this lane whilst expecting adults and children to walk along the Bowdens Lane to reach the bus stop would be an unsafe arrangement. There is insufficient road width to provide a pavement for pedestrians. Please see attached photographs titled "*Photos to demonstrate the impracticalities of using Bowdens Lane as access way to for 51 home residential development. Shillingford*". These photographs were taken at intervals between the junction with the B3227 and the site of a likely entrance way to the site. There is approximately 150 meters of single width road. With no room for cars to pass, even passing a pedestrian requires slowing down and driving on to the grass verge in places.

Mid Devon LP3 DM8 (1.31);

*"at a time when European and national policies set increasingly challenging targets for reduction of carbon emissions"*

Creating these *avoidable* emissions is contrary to National and European carbon reduction targets, and fuels pressure on the road network;

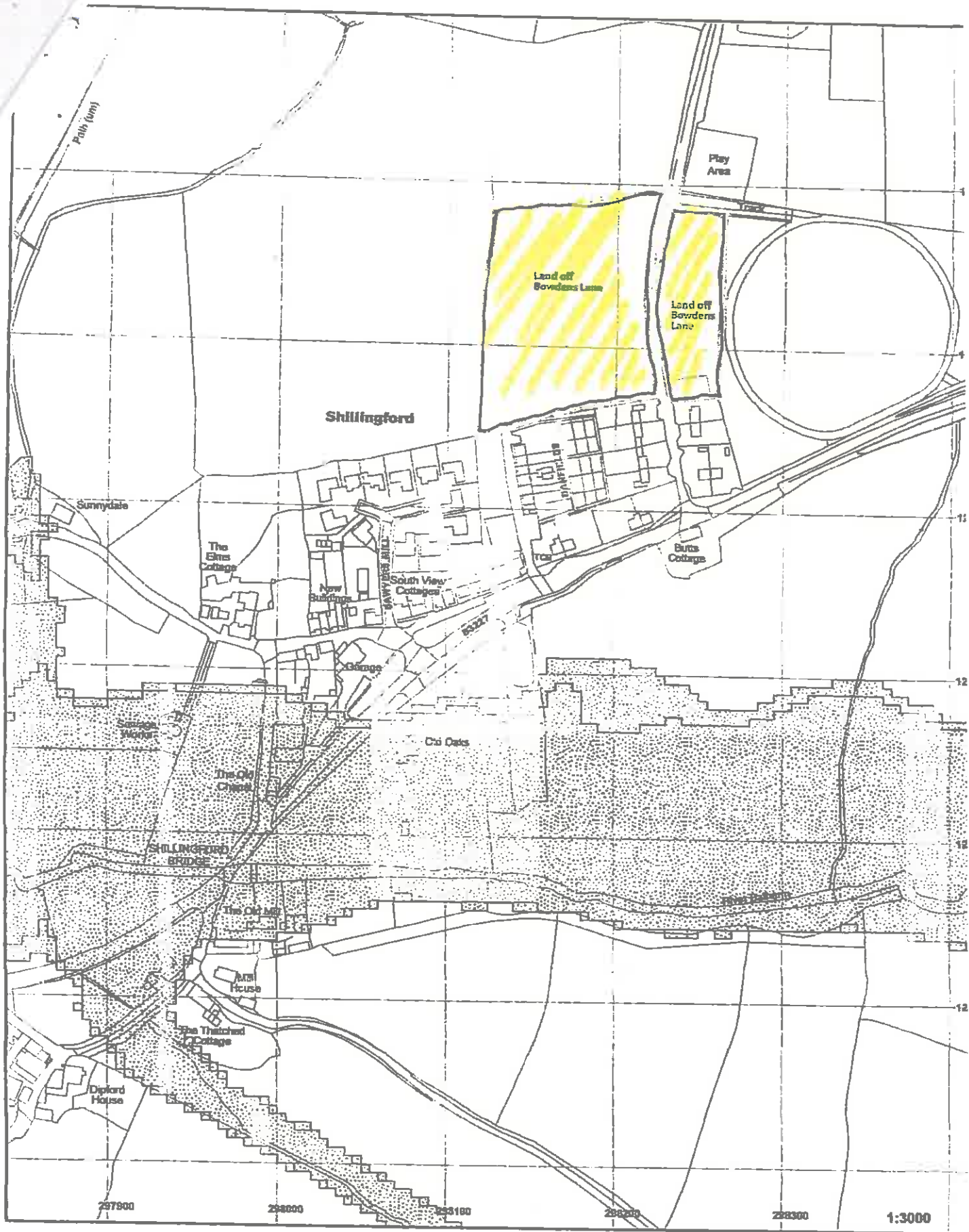
Conclusion



**No jobs. Disparate Educational Facilities. Reliance on Fossil Fuel Cars. No community Facilities. Inadequate & Unsafe Access.**

If you disagree with any of the above points please let me know in good time for the 24<sup>th</sup> March and I will provide further details and references.

Regards

William J Thorpe BSc PGD MCIWEM FGS  
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|--|---|
| Floodplain                                   |  |
| Local Plan Review Housing Consultation Sites |  |

Local Plan Review  
**Policies Map - Options**  
**Shillingford**

Note: The Ordnance Survey will not have updated the base to show recent changes. Consequently, not all developments may be shown.

Scale 1:3000

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Photos to demonstrate the impracticalities of using Bowdens Lane as access way to residential development. Shillingford.





