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Act 29.1.14

Sandra Hutchings

From: JohnRosie <  
Sent: 29 January 2014 10:48  
To: DPD  
Subject: The Master Plan .



I OBJECT TO THE MASTER PLAN ON THE FOLLOWING GROUNDS :-

1. IT IS ILL-CONCEIVED AND BADLY PLANNED .

2. PROPOSAL TO INTRODUCE A MAJOR ROAD . TO CONVERT THE ROAD FROM HORSDON TO HALBERTON AND BEYOND INTO A MAJOR THOROUGHFARE IS TOTALLY UNSATISFACTORY . TIVERTON , LIKE CREDITON , SHOULD BE PLANNING A BY-PASS TO ENCOURAGE TRAFFIC AWAY FROM THE TOWN . HALBERTON WOULD BE UNABLE TO ACCOMMODATE THE VOLUME OF TRAFFIC THAT THIS PROPOSED SCHEME WOULD GENERATE.

3. TRAFFIC CHAOS AND CONSEQUENTIAL DANGERS THE ROAD FROM HORSDON TO THE EAST IS ALREADY A VERY BUSY ROAD . THERE IS A BOTTLENECK IN EXISTENCE BEFORE BLUNDELL'S SCHOOL . THE PLAN PROPOSES TO MAKE THE ROAD THROUGH THE SCHOOL A " SHARED SPACE " . ..SHARED BY TRAFFIC AND CHILDREN , SOME AS YOUNG AS 5 YEARS . THIS WOULD BE REALLY DANGEROUS .

SEVERAL ROADS ACCESS BOTH BLUNDELLS ROAD AND POST HILL AT THE PRESENT TIME YET THE PLAN PROPOSES TO INCREASE THE ACCESS (see below) . THERE ARE SERIOUSLY NARROW PLACES BEFORE HALBERTON (VIZ ...THE CANAL BRIDGE AND THE CANAL PARK ACCESS WHERE VISIBILITY IS RESTRICTED ) . THE ROAD ALREADY CARRIES TOO MUCH TRAFFIC THROUGH HALBERTON'S NARROW STREETS .

THE PLAN PROPOSES TO INCREASE TRAFFIC BETWEEN HORSDON AND HALBERTON ETC BY ACCESSING THE 361 EAST OF THE SCHOOL AND FROM DEVELOPMENTS TO THE SOUTH OF POST HILL ( MAYBE AS FAR EAST AS HARTNOLL FARM ) AND FROM THE DEVELOPMENT PROPOSED BY WADDETON PARK . THIS WOULD INVOLVE TOO MUCH VEHICULAR TRAFFIC ON WHAT IS ONLY A MINOR ROAD .

.IT IS PROPOSED TO INSTITUTE CALMING MEASURES IN UPLOWMAN ROAD AND GOLF CLUB LANE . BUT AS IS CURRENTLY DEMONSTRATED IN HALBERTON CALMING MEASURES ARE NOT ALWAYS EFFECTIVE . TAIL-BACKS CAUSE MANOEUVRING PROBLEMS IN HALBERTON ... TAIL-BACKS ON TO A THE MAJOR ROAD ( AS PROPOSED ) WOULD BE DANGEROUS AND COULD BE LETHAL .

ANY FORM OF TRAFFIC RESTRICTION WOULD AUTOMATICALLY IMPEDE EMERGENCY VEHICLES . THIS DANGER CANNOT BE ALLOWED , YET THE PROPOSED ALTERATIONS TO THE STATUS OF ROADS WOULD ENABLE THIS DANGER TO OCCUR .

4. FLOODS . THESE EXIST NOW ON MANLEY LANE , UPLOWMAN ROAD AND ADJACENT TO BLUNDELLS SCHOOL , TO NAME SOME . COVERING THE FIELDS , THUS NULLIFYING NATURAL DRAINAGE , WITH CONCRETE , BRICKS AND TARMAC WOULD GREATLY EXACERBATE THE EXISTING PROBLEMS AND CREATE NEW ONES .

THERE WOULD BE A PARTICULAR PROBLEM ON UPLOWMAN ROAD IF A BUND IS ERECTED BY THE SIDE OF THE PROPOSED NEW TRAFFIC ARRANGEMENT. THESE TWO WOULD CREATE A BARRIER FOR RUN-OFF WATER TO DISPERSE INTO THE LOWMAN RIVER

5. SEWERAGE . WE ARE TOLD THAT THE EXISTING SYSTEM WILL SUFFICE . HOWEVER AT A RECENT CABINET MEETING MDDC CLLR STANLEY STATED THAT CURRENTLY HE HAS SEWAGE PROBLEMS AT HIS PROPERTY IN GOLD STREET . HIS STATEMENT WAS FACTUAL . A THEORETICAL ESTIMATE IS NOT REASSURING . . THE PROPOSED DEVELOPMENT WOULD PUT RATHER MORE THAN A SUBSTANTIAL STRAIN ON THE EXISTING SYSTEM .

6. CLOVERLEAF. THIS SEEMS TO BE A VERY COSTLY MEANS OF ACCESSING THE 361. THERE IS NO IMMEDIATE BENEFIT TO THE HOUSING SITE PROPOSED BY WADDETON PARK . ALL TRAFFIC FROM THERE WOULD ACCESS THE PROPOSED MAJOR HORSDON/HALBERTON ROAD . PROVIDING A SLIP ROAD AND MAKING USE OF THE GORNHAY JUNCTION WOULD SEEM PREFERENTIAL .

THE CURRENTLY PROPOSED SITE FOR THE CLOVERLEAF AND THE ADJACENT ROUNDABOUT AND ATTENDANT ROADS ARE ALL FAR TOO CLOSE TO EXISTING PROPERTIES IN POOL ANTHONY DRIVE AND UPLOWMAN ROAD AS IS THE PROPOSED BUND . THE BUND IS TOO HIGH AND WILL BE A PRISON WALL ONLY A FEW YARDS FROM MOST OF THESE PROPERTIES . THIS IS TOTALLY WRONG .AS CURRENTLY PROPOSED THE BUND WOULD BE AT ROOF TOP HEIGHT IN SEVERAL PLACES AND A MERE FEW YARDS FROM THE HOUSES AFFECTED, AND WOULD CONSTITUTE AN INHUMAN BARRIER.

IF THERE IS NO ALTERNATIVE TO A MAJOR JUNCTION WITH THE 361 WITH THE ADDITIONAL ROADWAYS THAT WOULD BE NECESSARY THEN THE BRIDGE OVER THE 361 WOULD NEED TO BE SKEWED NORTH EAST/SOUTH WEST AND THE ROAD LEADING TO THE ROUNDABOUT( CURRENTLY SHOWN AS BEING VERY CLOSE TO PROPERTIES ON UPLOWMAN ROAD AND POOL ANTHONY DRIVE) WOULD NEED TO BE EXTENDED WESTWARDS AND THE ROUNDABOUT SITED WELL AWAY FROM EXISTING PROPERTIES .

ALL ROAD SURFACES MUST BE CONSTRUCTED TO MAKE THEM AS NOISELESS AS POSSIBLE . ALL OTHER TYPES OF POLLUTION WOULD NEED TO BE CONTROLLED TO A MAXIMUM EXTENT EG ...ALL LIGHTS WOULD NEED TO BE SET AT AN ANGLE TO OBLVIATE GLARE . CURRENTLY THE NOISE FROM THE 361 IS INTOLERABLE TO THE EXTENT THAT IT PREVENTS WINDOWS (IN NEARBY HOUSES) BEING OPENED IN MILD CONDITIONS . AN INCREASE IN NOISE LEVELS WOULD BE TOTALLY UNACCEPTABLE .

BATS ARE RESIDENT IN A PROPERTY VERY NEAR THE PROPOSED JUNCTION AND WOULD BE SERIOUSLY UPSET BY ANY LIGHTING .

I WAS ASSURED BY MESSRS EWINGS AND SORENSEN (FROM DCC ) ON 23/1/14 THAT THERE IS NO HIDDEN AGENDA AND A WASTE DISPOSAL UNIT IS NOT ALREADY A " FAIT ACCOMPLI " ...IF THIS IS SO IS A CLOVERLEAF JUNCTION NECESSARY ?

7. WASTE DISPOSAL UNIT . THE SITE FOR THIS IS FAR TOO NEAR BLUNDELLS SCHOOL AND ENCROACHES TOO FAR INTO THE WELL POPULATED AREA OF TIVERTON TOWN .

4 8. WADDETON PARK SITE . THE DENSITY OF HOUSES AS PROPOSED FOR THIS SITE IS FAR TOO HIGH . IT SEEMS THAT WADDETON PARK ARE UNSETTLINGLY EAGER TO MAXIMISE THEIR PROFIT ON THIS VENTURE BY A " PILE 'EM HIGH SELL 'EM CHEAP " POLICY. THE QUALITY OF THE HOUSES ON THIS SITE MUST BE IN KEEPING WITH/BEAR RESEMBLANCE TO THOSE THAT ABUTT THE SITE AND THOSE THAT ARE IN THE IMMEDIATE VICINITY . IT MUST BE REMEMBERED THAT THE FAIRWAY AND UPLOWMAN ROAD ETC MAKE UP AN AREA THAT IS MUCH SOUGHT AFTER . THE COUNCIL WOULD BE MORALLY WRONG TO DOWNGRADE THIS ATTRACTIVE PART OF TIVERTON .

THE PROPOSAL TO PUT A GYPSY SETTLEMENT AT THE EDGE OF THE SITE WOULD FURTHER DEGRADE THE AREA.

CARE MUST BE TAKEN TO PREVENT A VIRTUAL GHETTO BEING ESTABLISHED ON THE WADDETON PARK SITE . IN OTHER WORDS IT MUST NOT BE INHABITED BY A GROUP OR GROUPS OF PEOPLE WHO BEAR LITTLE OR NO IDENTIFICATION WITH THE PEOPLE ADJACENT TO THEM. A MIS-MATCH WOULD BE DETRIMENTAL TO BOTH AREAS.

9. PARKING FACILITIES IN TIVERTON TOWN CURRENTLY THERE IS A POTENTIAL SHORTAGE . YET THE PROPOSED INCREASE IN POPULATION WILL BE ENORMOUS , ARE THERE PLANS TO PROVIDE SUFFICIENT PARKING SPACES FOR THE INCREASE IN THE NUMBER OF VEHICLES USING THE TOWN ?

10. USING UPLOWMAN ROAD AND GOLF CLUB LANE AS ACCESS SITES . THE USE OF EITHER IS UNSATISFACTORY BUT I UNDERSTAND THAT DCC HAVE DECIDED AGAINST USING UPLOWMAN ROAD AS AN ACCESS , WHICH IS VERY SATISFACTORY NEWS. HOWEVER I WOULD LIKE TO HAVE AN ASSURANCE THAT THIS ROAD WILL NOT BE USED BY CONSTRUCTION VEHICLES AS THE SITE IS BEING DEVELOPED . THERE ARE TOO MANY ACCESS POINTS ON THIS ROAD WITH , FOR THE MOST PART, VERY VERY LIMITED VISIBILITY . THE CORNER WITH POST HILL FOR VEHICLES TRAVELLING EAST IS A MERE BEND SO THAT MANY ENTER UPLOWMAN ROAD AT AN EXCESSIVE SPEED . 40MPH IS THE NORM CURRENTLY . (should I be wrong re the DCC decision then the above reasons for it being unacceptable as a route for construction vehicles are also my reasons for it being totally unacceptable as a access for the Waddeton Park development .)

GOLF CLUB LANE IS , FOR THE MOST PART , CAPABLE OF COPING WITH SINGLE VEHICLES ONLY. WHERE IT IS A LITTLE WIDER THE PLAN PROPOSES TRAFFIC CALMING. AS DEMONSTRATED IN HALBERTON THIS IS AN UNSATISFACTORY METHOD OF CALMING AND DOES NOTHING TO REDUCE TRAFFIC VOLUME . A TAIL-BACK TO POST HILL COULD BE EXTREMELY DANGEROUS EVEN LETHAL.

11. MY FURTHER OBJECTION IS THAT THERE ARE SOME MDDC COUNCILLORS WHO DO NOT FULLY COMPREHEND THE ENORMITY OF THE MASTER PLAN THEY WILL BE VOTING ON . I ASK THAT THE PLANNING DEPARTMENT MAKE ARRANGEMENTS FOR ALL COUNCILLORS TO VISIT THE VARIOUS SITES WHERE ALTERATIONS ARE PROPOSED .

FROM ROSIE QUICK . 11 POOL ANTHONY DRIVE TIVERTON EX16 4LT .