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Anonymous ResponseCollector:
Tiverton Eastern Urban Extension
(Web Link)Custom Value:
emptyIP Address:
emptyResponse Started:
Monday, May 27, 2013 3:51:26 PMResponse Modified:
Monday, May 27, 2013 6:23:16 PM**1. Do you feel that the balance between employment and housing development is appropriate? If not, please explain.**

Due to the difficulty of improving the road and access infrastructure I believe that the dwelling density should be no more than 1100 and that the monies received by Mid Devon, from the developers per dwelling should be ring fenced for use in enhancing the natural environment of the remaining area. Employment space should also be no more than 80,000 sq metres for the same reasons (transport infrastructure).

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

This vision appears to be a flight of fancy written by someone who has little knowledge of living in the Post Hill area. It would appear that there would be local allotments and Orchards - none shown on either option one or two. The area is well connected locally, regionally and beyond - well just so long as it is between 6.30 a.m. and 6.30 p.m. going East and 6.20 a.m. and 7.50 p.m. going West Monday to Friday. Weekends and Bank Holidays are more restricted - if you wish to go by public transport.

3. The masterplan will need to take account of and enhance natural/environmental features of the site and its surroundings. Are there existing environmental features you would particularly like to be protected or enhanced?

Local gardens are, at present, visited by a wide range of animals, birds and insects. There are signs of dormouse in the Post Hill area. Bird and insect life is vibrant (including a wide range of bees). We also have newts, frogs and toads breeding in ponds, as well as snakes and slow worms in secluded areas. We are also visited by smaller mammals including hedgehogs and stoats, as well as the less desirable rats, rabbits and squirrels, plus the larger mammals, deer and badgers. It is vital that a green corridor is left for all these species both during and after any construction. It is no good providing a green corridor on plans when the corridor is not adhered to whilst area is under construction - once killed off they cannot return.

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

I would possibly support an anaerobic digester system, but not a large scale system usually proposed by companies such as Viridor. The system to be sited in the employment area close to the A361 with access only to and from the A361

2. The development will increase traffic. How should this be dealt with and where should the new highway junction to the A361 North Devon Link Road be located? How should the traffic calming and environmental enhancement of Blundell's Road take place? When should highway improvements be provided?

Highway improvements must be made before any development takes place. A new access both East and West on and off routes to the A361 should be made before any employment sites are developed and before no more than 100 dwellings are built. The proposed purple junction would appear to be the most viable. The proposed new routes through to Heathcote Way would make little difference to traffic on Blundell's road, as very few from the South of Blundell's road development are going to cross the road to make use of the red route, and as that is the larger development site it seems little point in spending money on making the red route. In the same light very few from the south of Blundell's Road are going to go via the purple junction in towards Tiverton. Prior to any other road infrastructure being built, if Blundell's Road is closed to all except buses, cycles and pedestrians, how are the majority going to access events at Blundell's and in Tiverton in the evenings, or in for that matter how are they to get into Tiverton during the daytime? The only options open would be to go up Manley Lane, over the canal and railway bridges to turn along Warricombe Lane and then down Canal Hill, or up Uptonman Road and through Chevithorne, Chettiscombe and back to Heathcote Way, or even more bizarrely back through Halberton, Sampford Peverell and back via the M5 roundabout on the A361. Whatever route taken the environmental impact on the roads and areas travelled through will be vast, not to mention the increase in fuel consumption and extra gases released into the atmosphere - rather going against the green and pleasant land pictured in the Vision for Post Hill 2035. Traffic calming measures on Blundell's Road such as 20 mph limits are unlikely to succeed as the 30 and 40 mph are not adhered to at present. Neither is the 20 mph through Halberton. I was informed that DCC were possibly going to make more lanes around the Blundell's roundabout - there is room for more lanes around the roundabout, but that will never alter the fact that from Horesdon Garage to Blundell's School the road narrows and cannot be widened, thus causing a bottleneck, especially if a bus stops at the bus stop or a lorry or car is parked.

3. The residential element will provide a range of housing types and affordability. What types of housing would you like to see? Where should it be located?

No house should be built without a garage, and enough space around it to provide parking - off road - for at least two cars - even the 'affordable' houses, as it is evident that occupants of 'affordable' houses are just as likely to have more than one car as any other dwelling. Parking and garages should be adjacent to the houses and on road parking, except for delivery and emergency vehicles, should be banned. All dwellings should be as energy efficient as possible within existing scientific knowledge, green roofs would help towards maintaining a better green corridor for insects and birds. In present residents of the area are able, on a clear night, to see stars clear enough to identify different constellations. In order that this pleasure is not taken away from them, and those inhabiting the new dwellings, lighting must be of such a nature as not to throw light skywards and thus lets us keep a dark a sky as possible. All house architecture should be in

keeping with houses of the area - individual and not mass produced boxes, and all should have garden space not matchbox areas of green

4. The urban extension proposes employment floorspace. What types of employment should this include and where should it be located?

Employment should be of that conducive to the area. Farming or rural based, but with possible availability for ICT and entrepreneurial start ups. Restrictive times of work should be enforced (Possibly 8 a.m. - 8 p.m. Mon - Fri only). The Employment area should be situated as near the A361 as possible with direct access from the A361 in order that traffic to and from the site need not travel through any housing areas.

1. The masterplan will provide major areas of green and recreational space. What should this include?

Ponds to help contain any ground run off. Natural areas rather than manicured organised spaces where both old and young can enjoy things together. Any seating to be made from old tree trunks etc. any play equipment to be built into the area and made of natural products so that they blend into the area rather than stick out like sore thumbs. The canal and old railway areas are close by so keep the green recreational areas in keeping with them. If areas naturally planted (i.e. wild flowers etc.) the upkeep is minimal with possibly one mowing and seed spreading a year, against regular upkeep for manicured areas.

2. The local centre is proposed to include local shopping facilities, a community hall and provision for children and youth facilities. Where should it be located? Are there any community facilities or other services you would like to see in the local centre?

Possibly a LOCAL shop would be good, possibly even a community run shop, but definitely NOT TESCO, they already have far too big a stake in the town. But what is the capacity level for the doctors/ dentists etc. already in Tiverton, if they have capacity is something of the same needed. This also applies to a Primary School. There is capacity still available in nearly all the local schools as not many are achieving their PAN. A primary school to be viable would need approx. 300 children. This size of development would not equate to a PAN of 40, so to achieve this number pupils would be poached from other schools in the area, thus decreasing their viability and therefore causing possible closure, whilst increasing vehicle movement bringing children into the proposed new school on Blundell's Road, thus further exacerbating the traffic problems of the area. There is already a number of children and youth provisions in town, and as the youth will want to meet up with their friends from other areas the provisions in town are going to be the most popular meeting places thus making provision in the new development a bit of a white elephant. Transport improvement to and from town/ Exeter/ and Taunton i.e. later than 7 p.m. would be better. Rather than individual provision for different ages a large multi use community hall would be a preferred option, situated fronting on Blundell's Road incorporating hall which could be used for things like badminton, amateur dramatics (therefore need stage and back stage area) and a number of other smaller rooms for meetings, kitchen and bar area. There should also be plenty of parking space, in order that if hall was hired out for functions (wedding receptions etc.) there would be no need for on road parking. The area should be made aesthetically pleasing with good planting.

3. Please comment on the two emerging development options. Of the two options put forward, do you have a preference?

Neither is ideal, but Option 1 is possibly the better of the two. I believe both have too high a concentration of dwellings and employment space, and as I have stated previously I do not believe that there is a need for a new school?

4. Overall, do you agree with the proposed scope and content of the proposed masterplan document as shown on page 24 of the Options Report?

More or less with provisos as already stated

1. Do you have any other comments to make on the proposed masterplan document?

I think more work is needed on the road infrastructure and the effects of increasing in traffic on surrounding areas, including Halberton and the canal bridges. Also more work is needed on discerning the effects of covering over what has been the 'sponge' of Tiverton how it will effect properties further down the hill with run off. It is difficult to make informed comments with such sketchy ideas put forward. It is to be hoped that the draft masterplan will be presented in a lot more detail.

2. Are you

c) A member of the public

1. Members of the public only - do you live...

a) Within the boundary of the allocated site at Post Hill

2. In order for us to register your representation please provide your name

Ailsa Robbins

3. In order for us to register your representation please provide your postal address

House No. - 41

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