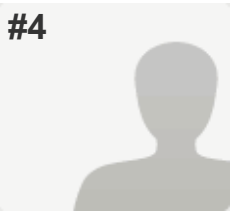


#4



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Sunday, August 30, 2015 5:49:39 PM

**Last Modified:** Sunday, August 30, 2015 6:05:24 PM

**Time Spent:** 00:15:44

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**Q1: 1. The proposed masterplan document sets out a series of guiding principles which should be followed in drawing up detailed planning applications. These guiding principles are set out in pages 34-39 of the draft masterplan and relate to urban design, movement and transport, landscape, open space and recreation, socially equitable, economy and employment, energy and resource efficiency and character. Do you agree with the proposed guiding principles as set out?**

Yes,

Do you have any comments about the guiding principles?

The principles in this masterplan will be fantastic for Cullompton, an alternative road network to get from North to South is many decades overdue. Particularly in view of the restoration works to the Manner, blocking off Tiverton Road the traffic issues have really come to the forefront. Additional infrastructure in the forms of employment and retail will be a huge bonus for Cullompton, please let the town develop in line with this recent proposal

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**Q2: 2. The proposed masterplan envisages 1100 houses, 10,000 sq metres employment floorspace, a primary school, community centre, local centre, at least 5 gypsy and travellers pitches and more than 28 hectares of green infrastructure including sports pitches, equipped play areas and allotments.**

Yes/No

**Do you agree with the proposed uses?**

Yes

**Do you agree with the location of the proposed uses as set out in the framework plan on page 43 of the draft document?**

Yes

Do you have any comments on the different uses, their amount or location? Are there any other uses that you would like to see and if so, why?

As a broad sweeping principle the masterplan appears to be correct, obviously lots of research has gone into analysing and determining the exact needs of Cullompton. I do however question travellers sites as we all know travellers never want to use allocated sites, where they can be monitored. I would also question the quantity of social housing, particularly in view of the length of time recent social developments have taken to occupy and are still only occupied in part

PAGE 3

**Q3: 3. The Council must ensure that infrastructure is provided in a timely manner alongside the development, without making the development unviable. Of the infrastructure that the development is expected to provide, the masterplan looks to prioritise the delivery of the primary school site and the new road that will link Willand Road with Tiverton Road. Do you agree with the prioritisation of the primary school and the road?**

Yes,

If you disagree, what infrastructure do you see as being the most critical to provide in connection with the development?

Of everything mentioned a speedy completion of the road must be of paramount above all else

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**Q4: 4. In order to reduce the time taken to build the road linking Willand Road with Tiverton Road it is proposed to construct it from both ends at the same time and then join these ends together. This will require the formation of a temporary vehicular access from St George's View which would be closed to traffic when the through road opens.**

*Respondent skipped this question*

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**Q5: 5. The proposed masterplan sets out on page 71 trigger points for when infrastructure is expected to be delivered. Do you agree with the trigger points suggested in the draft masterplan for the following key areas?**

	Yes/No
Access and transport	Yes
Education	Yes
Community building	No
Employment	No
Local centre	Yes
Green infrastructure	No
Gypsy and traveller pitches	No

Do you have any comments about infrastructure delivery?

I interpretation of government policies is for community buildings to be depleted across the country and I cant understand why we are proposing a new building. Regarding travellers pitches. Please see previous comment Don't fully understand the vastness needed for green infrastructure, as all of the adjoining areas to the development are green. With regard to employment. Surely it we better to divert this to the other side of the motorway and Kingsmill industrial area

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## Northwest Cullompton Urban Extension Stage 2 Masterplanning Consultation

**Q6: 6. The proposed masterplan at pages 64-67 identifies that the development is expected to come forward in 2 phases. Do you agree with the proposed phasing?**

Yes,

Do you have any comments on the phases set out in the document?  
Obviously there is a financial implication to completing the road and I can only imagine issues linked to the numbers in the phasing, but earlier completion of the road is essential for the town and long overdue

**Q7: 7. Do you have any other comments about the draft masterplan?**

I believe for the benefit of Cullompton sooner these broad principles are put into place and acted on the better

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**Q8: Are you:**

A member of the public

**Q9: Members of the public only, do you live:**

Elsewhere in Mid Devon

**Q10: NOTE: RESPONSES CANNOT BE REGISTERED WITHOUT A NAME AND ADDRESS**

andy coleman

**Q11: Please provide your postal address**

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