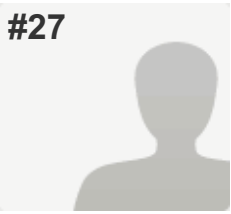


#27



COMPLETE

Collector: Web Link 1 (Web Link)

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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?

Management of implementation is key. The partnership between local government and commercial developers will need to be balanced in favour of ensuring that the latter adhere to and deliver the principles. put simply, most national housing developers will not build an ecologically efficient home unless constrained by planning consents and controls to do so. How many solar or PV panels can you see on Kingfisher Reach? The same applies to parking provision, landscaping and non-residential aspects of development. The principles are also likely to be compromised by the fact that the link road, whilst necessary, is inadequate. Cullompton is on the M5 corridor and is now a commuter settlement to a significant degree. Without a Cullompton train station or an efficient and subsidised public transport service to Tiverton Parkway, most commuting will be by private car. The structure of Cullompton is still largely 18th/ 19th century market town. An improved motorway junction and technologically managed routes from it and around Cullompton are essential to implementation of the principles.

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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?

No

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

No

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?

I think the scale of the development / volume of houses is fundamentally too large and therefore inappropriate. The attempt to balance housing, employment, school provision, community facilities, environmental/green spaces and pedestrian and cycle routes, public transport versus private car use and new development integrated into existing Cullompton is generally sound but scale is critical in achieving these objectives successfully. The risk is of yet more large blocks of indifferent housing bolted in an unweildly fashion onto the existing community.

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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?

The attempt to prioritise these is laudable; will it actually be deliverable? But see my previous response where I argue that it should be a precondition of this Plan's implementation that the motorway link and traffic management measures are simultaneously developed with the new link road, etc.

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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.

Yes/No

Do you agree with the proposed way of constructing the road from both ends at the same time?

Do you agree with the opening of a temporary vehicular access from St George's View?

Do you have any comments about the delivery or construction of the road?

I do not feel qualified to answer this. I do not know how essential this option is to the construction of the link road. The views of St George's View residents are critical and I believe they should all be personally consulted over and above this general public consultation process. Constructing the road from opposite starting points would presumably reduce the time taken to complete it and attendant disruption.

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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

No

Education

Yes

Community building

Yes

Employment

Yes

Local centre

Yes

Green infrastructure

Yes

Gypsy and traveller pitches

No

Do you have any comments about infrastructure delivery?

Reservations about access and transport are made above. I do not understand why Cullompton needs to provide FIVE traveller sites; nor do I understand why provision for travellers is described as integrally locted within 'affordable housing' as the needs of the two population groups are not coterminous or homogenous. Indded they might be contradictory in that affordable housing enables people with roots in Cullompton to remain in the area whereas traveller sites need to provide good quality temporary provision/accommodation for people who want to retain their traveller culture/lifestyle.

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?

Do you have any comments on the phases set out in the document?
 Again I lack the knowledge/expertise to comment on the specific proposals. However, the aspect of the Plan which strikes me immediately is the 10 year timeframe and likely longterm disruption to the community as a whole, due to the impact on transport routes, increase in heavy commercial vehicle traffic and noise and environmental pollution. This is again in part a consequence of the scale of the proposed development to which I have already objected.

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

The quality of the development is in question unless the Council can convince me that they have the power to control this and will exercise that power. Otherwise I fear we will see 10 years of disruption which produces more Kingfisher Reaches. It is encouraging that the Plan envisages a mix of housing types and incorporates environmental and ecological design but there is no control that I can identify over the quality of architectural design. I am not interested in new houses which nominally reflect older Cullompton building methods or exterior finishes and are therefore deemed to be 'in character'; I am interested in innovative functional modern housing which is cheap and green to run and has good longevity, with a significant proportion affordably available to buy or rent. I do not see how the Plan will deliver this.

Q8: Are you:

A member of the public

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

Elsewhere in Cullompton

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

Paul Falkingham

Q11: Please provide your postal address

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