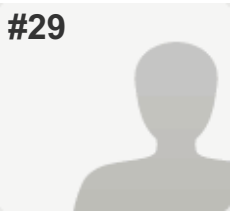


#29



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?

No,

Do you have any comments about the guiding principles?

As understood from the consultation meetings, this project is being funded by private firms i.e. the developers of the housing and proposed infrastructure. Although the road is being built by the Council, we understand that the funding of the road development is being sought from the developers over a period of time. Should the world or indeed, British, economy suffer a recession, as has been the case over the recent-past years or should the developers default on their payments, is there a contingency in place to complete the work? If not, where does the town stand on getting this work completed and, in particular, St Georges View which may well be left open indefinitely as a result of delayed work or the project being aborted?

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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?	<p>1. Area designated for employment referred to as (7). Cullompton already has two trading estates, why does it need a third or fourth, particularly in light of the fact that it has been proposed that the trading estate on Honiton Road be extended to behind Mole Valley. Sure it makes more sense to keep the "employment" to one side of Cullompton? 2. Gypsy & Traveller Pitches Given the vagrant nature of the traveller lifestyle, we believe it would be sensible for the traveller pitches to be placed in an area not habituated by permanent residents.</p>

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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

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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?	No
Do you agree with the opening of a temporary vehicular access from St George's View?	No
Do you have any comments about the delivery or construction of the road?	<p>St George's View is far narrower than a standard road. It would be impossible to have more than one HGV travelling along the road at any one time with vehicles coming in the other direction. The vehicles on the opposite side would have to mount the pavement, causing potentially fatal risk to any pedestrians and cyclists. It would also increase the risk of car</p>

accidents, both minor and major damage, particularly if one or both drivers were careless in their driving abilities. There is also the issue of parking within St Georges View. To allow regular access to the street, yellow lines would have to be placed along the length of Willand Road to ensure parked cars do not create obstruction. However, yellow lines have already been placed in Higher Street to Willand Road which has had the subsequent effect of those living along Willand Road/Higher Street to park in St Georges View, causing obstruction and difficulties for those already resident in the street. Many residents of St Georges View have more than one car which results in many residents parking their own vehicles on the road. Where will you now be expecting residents to park their additional vehicles? Will you be providing free parking for those vehicles? Will you be providing safety measures that guarantee that crime will not be committed to those vehicles out of the sight of residents? Will the Council provide compensation to the victims of car crime, rather than the resident having to claim for any damage or theft via their own insurance companies and thus, increasing their premiums, all of which would be a result of opening St Georges View up as an accessway to the new link road? If the development proceeds and, for some reason, developer funding is withdrawn, will St Georges View remain as an accessway to the partially built road indefinitely or will the Council close off St Georges View? Old Tiverton Road ("OTR") is currently closed due to the repair works being undertaken at The Manor Hotel. Would it not be a far more sensible and logical idea to keep OTR closed, following the completed repairs at the Hotel, and use OTR as the accessway to the development on that side? Cullompton is just about coping with the change to the traffic flow and it would seem sensible to keep an already-closed accessway as a thoroughfare for HGV vehicular access to the development until the road is complete and useable. We understand that it has been suggested that the proposed plan is for workman to stand at either end of St Georges View with walkie-talkies to control the HGV traffic. Is this really viable 8 hours a day? If the project runs over and weekend and/or evening working is required, will said workman control the flow of traffic at weekends particularly in light of the fact that evenings and weekends will inevitably mean more resident traffic and parking. There has been no mention but will St Georges View become part of the bus route when it is joined to OTR? If so, this will make matters even worse with HGV traffic, buses, vans, cars etc. This development has already affected at least

one house sale within St Georges View with one purchaser completing pulling out of the deal once their Local Search revealed the planning proposals. It will absolutely affect the house values on this street - do the Council intend to provide compensation for those affected, and, if not, why not?

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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	
Employment	No
Local centre	
Green infrastructure	Yes
Gypsy and traveller pitches	No
Do you have any comments about infrastructure delivery?	Please see question 4 in respect of St Georges View and its access plans.

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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?

No,
 Do you have any comments on the phases set out in the document?
 We disagree and believe that the link road should be the first job done although we understand that this cannot be the case because the Council don't actually have any money to this.

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

There is going to be at least another 2000+ people in Cullompton and with only 2 doctors' surgeries in the town, it is difficult enough to get an appointment without the added 2000 other people fighting to be seen. There has been no discussion or consideration for the additional emergency services required by 2000+ additional residents - will the fire service be increased to full time hours during the phased development and thereafter? Will a local ambulance service be introduced to serve these additional residents? Will the police station be upgraded to full time service? Will we have more "bobbies on the beat"?

The traffic problems of Cullompton should have been resolved before this development was even thought about because 95% of traffic in Cullompton goes onto the M5 and the junction there is abysmal, even with the Mickey Mouse changes that are being made to Exeter-bound sliproad. This has had no effect on traffic flow other than to increase the likelihood of an accident with two cars turning into the same junction simultaneously. As we are all aware, if something blocks an exit sliproad, it has a monumental affect on the rest of the traffic throughout the town. This problem will be made even worse with the introduction of a possible 2000 extra vehicles into the current Cullompton traffic.

We are concerned about the increased water run off into the water meadow behind St Georges View as this regularly floods during the winter, mainly because of the small water outlet underneath Willand Road. Has there been any investigation into whether the flooding may worsen as a result of this development?

The view from St Georges View is, currently, pretty beautiful but with the proposed development, all that will be seen from St Georges View is houses.

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Q8: Are you:

A member of the public

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

Within or immediately adjacent to the boundary of the allocated site

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

Paul & Sarah Allaway

Q11: Please provide your postal address

House No.

10

Address 1

St Georges View

Town

Cullompton

Postcode

EX15 1BA
