

andra Hutchings

Ack

From: John Crispin
Sent: 10 October 2014 01:10
To: DPD
Cc: Neil PARISH
Subject: Cullompton consultation on housing development



Mr Parish

Dear Sir/ madam, *and MR Parish as I have mentioned you by name I have copied you in*

I am sending this email unfortunately out of the cynical belief that the hard copy I have filled in and posted will simply be consigned to the bin. The token gestures and obligations of the planning authority thereby being met and frankly ignored.

The need for all these houses beats me. There is no work here so anyone buying the dwellings has to get in a car and travel either north or south on the M5, so causing a myriad of problems because there is no easy route other than through the town, which makes it unbearable to use for any purpose let alone do any shopping.

The problems of this town have been caused by short term thinking in the past and now the town has been ruined because of it. It once had a by pass, even in the sixties it was deemed a necessity probably not helped by there being deprived of its railway station, it having been removed to a remote location six miles away. (from anywhere , and yet a main line which runs straight through the place. Only an idiot though that one through (not) .

As no doubt this ill conceived scheme will be foisted on us regardless can I at least make a pleas for some common sense being applied and not just the cheapest solution to suit the developers. Always bear in mind that developers are i it for profit end of. here are some points I think are very important and i have discussed them widely with friends and acquaintances .

1. development is really only doable on the east side of the town especially where there are the dangerous and unsightly derelict glass houses which should have been removed years ago.

2. More houses schools etc on the west side of the town will necessitate a road system joining onto existing very inadequate roads even for the present traffic load, let alone increasing it. Therefore the junction at Tiverton Rd with Bullring has to be improved. The only way to do that is to remove the disused HSBC building to make the junction easier to negotiate and restriction placed on access to oversize vehicles apart from buses.

3. The proposed road layout of the development ring road with Tiverton rd should be opposite Ponsford lane with a view to running straight across to the bottom of Knowle lane by the Rugby club and join Swallow way there, solely to make the best of a bad situation altogether. This I see in reality to be a cheap relief road, and consequently will mean the whole of Langlands and Swallow way will become serious rat runs. Very nasty for such a residential area.

4. The proposed road emerges beside the new cemetery extension meaning massive earthwork etc. i live right opposite and we have had to put up with three years worth of disruption and increased traffic , the prolonged work on the cemetery car park .

Ok, beside the point but relevant ; (God knows why is not in use? why are fences preventing use of the car park hence traffic blockages still opposite the old cemetery gates ? Hardly inspired use of public resources over such a long time. only to have it still unused.

This is wrong for the following reasons.

Langlands Rd is always double parked and already a rat run, one of the proposed alternatives creates a T junction out of Tiverton road westbound onto a bend in the new road blending into the old Tiverton road almost directly opposite Langlands T junction onto Tiverton rd, and right opposite my front gate. This will create both access and exit danger and difficulty for us and the cemetery cp users (when there are any) and make a horrendous junction. Most traffic from the new housing already built goes down towards town, few

will be going elsewhere. Doubling the number of cars trying to get out of the junction by the manor is therefore a non starter .

5.

On the plan the CCA fields are marked as eastern relief rd. This is robbing the town of one of its really nice features which is absolutely unique. What needs to be done is to get our MP, MR Parish, now in the D.O.T. to get the highways agency bureaucrats off their backsides and put in a new M5 junction south of the town on the B3181 . There are at least three obvious sites. Then at least the M5 will be doing the job it stole from the town because it absorbed its original by pass. Central government did this, so ought to pay to rectify its failed shortsighted policies of old, or at the very least not stand in the way. If we have to put up with all this surely Mr Parish can also help with putting back the station . It could be done simply and cheaply, again getting network rail to just tweak the timetable. They might have to improve the rolling stock so it can accelerate better maybe , it might even need a siding. (You can still see the bricked in archway for the siding if you look along from station road .) The S W has lousy infrastructure which is a massive barrier to better development, so will always be poor relatively as a result. I am not against development per se, only ill thought through and expedient quota management like this. I know people have to live somewhere but it is unsustainable in a food production county like ours. Once its concreted over you cannot produce food and sooner rather than later say n the next fifty years when climate change really does start to disrupt, the sw of the UK may be one of the diminishing number of areas in the world reliably capable of producing food .

yours sincerely

John

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Northwest Cullompton Urban Extension Stage 1 Consultation

Completing this questionnaire is one way for you to get involved in the masterplanning of the urban extension at northwest Cullompton. The land is allocated in Mid Devon's Development Plan for mixed housing and employment development, as well as green infrastructure and community facilities.

Before completing this questionnaire, please ensure you read the consultation documents available at www.middevon.gov.uk/masterplanning, and submit your response by 12th October 2014. Thank you for your time.

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?

Hedgerows replaced where possible. Skyline NE from Inverton Ed Cemetery looking NE uphill NB This is a point of principle, we lose the most important resource ie PRODUCTIVE Land and more of the most beautiful county in England under concrete - Gone forever! This is downright unsustainable, yes everyone has to live somewhere, but they have to work to afford houses. There is none here. they will have to travel that means M5 giving rise to horrendous traffic problems in town. More pollution, frustration and frankly I do not want it. We have had to put up with all the current building mess noise increased traffic etc the last few years. Q WHY NOT DEVELOP East of the CULM ie the DERELICT GLASSHOUSES

Planning policy allocates the site for 1100 dwellings and employment. Due to site constraints, this cannot be achieved. Only 700 houses are likely to be provided on the allocated site. It is unlikely that this will be enough to pay for the infrastructure that would be required including the new road, primary school and other community facilities. Should the boundaries between the green infrastructure and housing land be amended in order to increase the amount of housing to compensate for this and pay for these facilities? NO - but ...

This is bureaucrat speak but actually blackmail. So the choices are either No 'infrastructure' plus houses OPI, versus higher density housing and a new inadequate poorly sited 'ring road'. Surely the job of central & local government is to provide and enable local well planned development not solely to meet some arbitrary 'quota' for house building then build, regardless of local necessity and roads. For CULLY infrastructure is crucial. Historically Cullompton has been deprived due to short term thinking of two key infrastructure components: 1 - RAILWAY STATION 2: BY PASS (now built into M5) NOTHING should be built before those things are properly reinstated. It cannot work and function normally, nor develop as a commercial, tourist, or Historic town otherwise MP PARISH, now inside the P.O.T. needs to get onto this and pursue it relentlessly for J28 g M5.

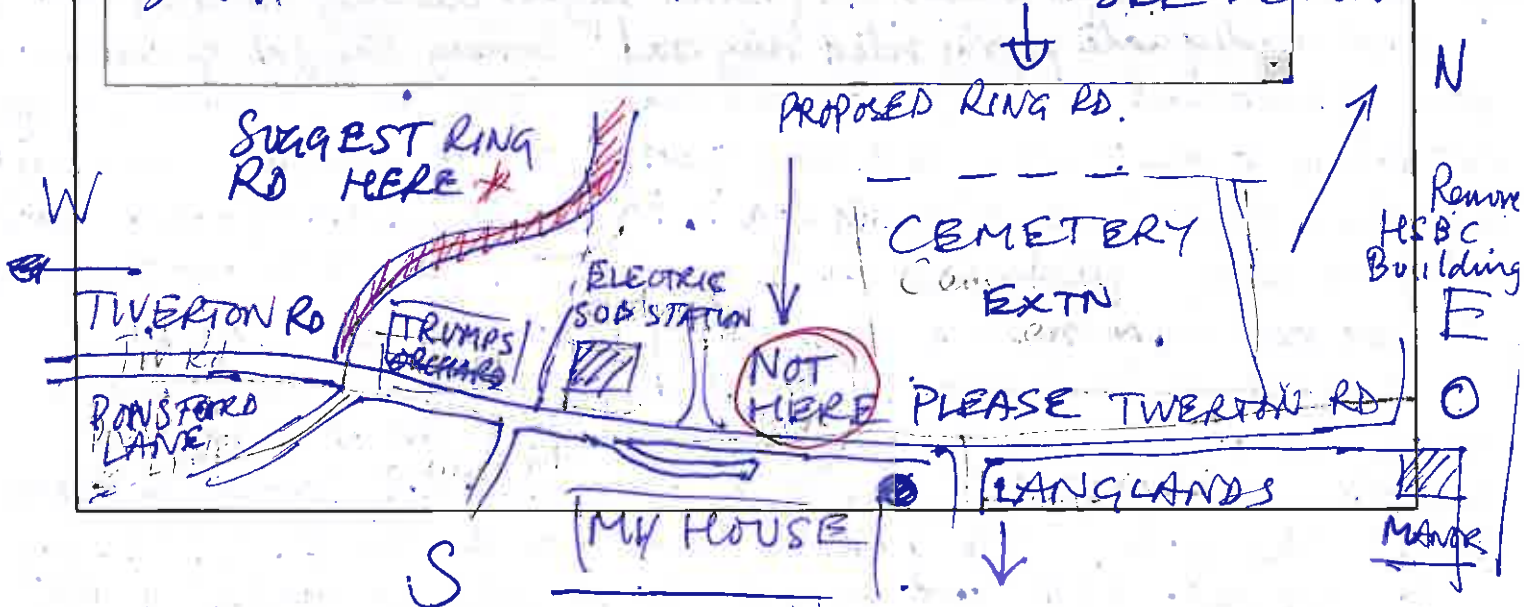
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The development will increase traffic. How should this be dealt with and where should the proposed road connect into Tiverton Road and Willand Road?

NB I DEMOLISH OLD UNUSED HSBC BANK BUILDING AT HIGH ST TIVERTON RD JUNCTION. This will make access less restricted but vehicular size should be limited. The road plan proposes a confused junction almost opposite Langlands Rd opposite my house. It is totally the wrong side. Langlands is double parked and is a residential area, but already a rat run around town. It would become unbearable. Doubtless this 'ring road' will be built (cheap bypass?) so the join to Tiverton Rd should be further west, behind Trumps Orchard opposite Ponsford Lane. This might allow a second rat run down the New Swallow Way, to dissipate some load away from town centre, maybe extended towards Rugby Club.

The residential element will provide a range of housing types and affordability. What types of housing would you like to see? I DON'T WANT TO SEE ANY (MIRE)

But affordable? You have to be in work? In reality I would guess the 'affordable' ones will end up as BTL. If we have to have all this, a mix evenly, proportioned is the best. I object to 'gypsies' or any 'travellers' now dignified nonsensically as a separate cultural identity and: have to be treated with same rules the reject, if we have to put up with them then only one site East of the town. SUGGESTED RING RD ROUTE SEE BELOW



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

DEVELOP EAST OF TOWN and Station ^{EL}
IND ESTATE.. BUILD STATION! Existing work
sites could be extended within limits... Only small
for high tech, high skill, employment can mix readily
in a predominantly residential development.

Where should the new primary school be located?

Schools have attendant traffic and parking issues
so need good vehicular access, none of which can be
easily provided in this plan.
There are two primaries and one secondary which
can be redeveloped and expanded, in situ.

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The masterplan will provide major areas of green and recreational space. What should this include? Where should new sports pitches be located?

An ideal sports field once opposite the RUGBY CLUB has been built on - big mistake - it was well drained and by an established centre in Trafford Ph: Formerly good facilities are already on CCA so why not offer development resources to them?

The CCA fields are ours and not for use as a RELIEF

-RD!
There must be another exit south of J28. It is ABSOLUTELY IMPERATIVE. You do not have to look far to see at least three easy N&S slip road access points. MP PARLIAM needs to get onto this now he is in D.O.T

The policy proposes a new community centre and youth facilities. What new community facilities are needed? Where should they be located?

SWIMMING POOL next to existing Sports centre
perhaps OLD PEOPLES CENTRE. and V. important
a YOUTH CENTRE

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

Reluctantly OPTION 2 because it has the longer ring road. Were it not for the WILLAND RD MILKENWOM way junction, I would prefer OP 1 because it is smaller, simple as that.

If the road can be extended to MILKENWOM way then it can also be extended further up Twerton Rd behind Tromps opposite PONSFORD Lane. See DIAG above.

Overall, do you agree with the proposed scope and content of the proposed masterplan document?

No All explained above. This sort of development relies on developers providing essential 'infrastructure' i.e. roads which are always then with compromise. Planners who are supposed to safeguard the interests of the population already living there, but never can. It is immoral to build on productive land. The world is hungry so in the not too distant future cool temperate countries may have the only reliable productive land, so competing it over is wrong.

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

It is wrong because it is 1. on good land
2. Any development should be EAST of River
3. The roads are crucial because of historical and limitations of the existing roads which barely cope now, and the Twerton Rd junction in town is dangerous and fundamentally inadequate.

*Are you

- a) A statutory consultee (e.g. Town/Parish Council, Environment Agency)
- b) A community or special interest group (e.g. Civic Society, Campaign to Protect Rural England)
- c) A member of the public

Other (please specify)

LOCAL HOUSEHOLDER

Members of the public only – do you live

- a) Within or close to the boundary of the allocated site at NW Cullompton
- b) Elsewhere in Cullompton
- c) Elsewhere in Mid Devon
- d) Outside Mid Devon

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

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JOHN CRISPIN

*** Please provide your postal address**

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Thank you for taking part

~~M/B~~ thanks. I just hope somebody reads it and takes notice. I am a realist I know this is just an exercise and it is all a done deal. I would like whoever does read this to let me know

-U -

