

<i>Rep No.</i>	<i>Organisation</i>	<i>Summary</i>
001		Obj to access through Mayfair . Area A should provide the access into Area B Even temporary access through Mayfair will result in accidents on Post Hill
002		Obj to access through Mayfair Apply the concept of the Adopted Masterplan with access through Area A Use CPO if access through Area A can not be achieved Mayfair is too narrow to provide access Post Hill / Mayfair junction is a danger Deliver the LILO.
003		Construction traffic through Mayfair is unacceptable Area A should provide access into Area B
004		Retain existing mature planting (trees, hedgerows) within any development proposal
005		Area B should not be developed ahead of Area A The funding of the full grade junction should not dependent on Area B
006		Area B should not be developed ahead of Area As employment, schools, neighbourhood centre etc. Loss of Post Hill bus stop will cause accidents Mayfair cannot accommodate the Area B traffic How will sewerage / services be delivered ahead of Area A? Use CPO if access through Area A isn't available The 'temporary' access through Mayfair will become permanent
007		How will sewerage / services be delivered ahead of Area A? The construction traffic for Area B using the new A361 road junction will not alleviate traffic flows on Post Hill Area B should not be developed ahead of Area As employment, school, neighbourhood centre Access through Mayfair is heavily dependent on No.10 Mayfair The idea of access through Mayfair appears desperate
008		The development of Area B should not happen until the full A361 road junction is complete Mayfair and Manley Lane are unsuitable for construction traffic The impact on the amenity of existing residents is unacceptable Area A should provide access into Area B Create a vehicular under pass under Blundell's road Keep traffic away from Blundell's School Minimum space standards for new homes are too small – provide appropriate sized homes Seek contemporary designed homes with energy saving systems Integrate planting to minimise the impact of the development on existing residents How will sewerage / services be delivered ahead of Area A? Danger of flooding and impact on Ailsa Brook
009		Area B should not be developed ahead of Area A including access to the A361, school, shops etc Area B should be designed to the 'centre-to-edge' concept with green spaces & highest density housing near services of Area A Access through Mayfair would have a detrimental impact on the existing community including road safety, light, noise, air quality. Apply the concept of the Adopted Masterplan with access through Area A

010		<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Ensure the school, shops, employment etc are built ahead of development on Area B</p> <p>The Post Hill / Mayfair junction cannot accommodate the traffic proposed</p> <p>Use CPO if access through Area A cannot be achieved</p> <p>A 'temporary' access through Mayfair will become permanent</p>
011		<p>Protect the setting of the Railway Walk and Grand Western Canal (G.W.C)</p> <p>The fields south of Manley Lane have a special quality. Retain it.</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Ensure high quality design and layout for the new development</p>
012		<p>The fields south of Manley Lane have a special quality. Retain it.</p> <p>Improve pedestrian access between the Railway Walk and the G.W.C</p>
013	DCC	<p>Area B contains archaeological sites ranging from the prehistoric, Roman &amp; medieval periods – including a strong presence of prehistoric settlement, a medieval chapel &amp; manor. The Masterplan should be informed by a programme of archaeological investigation.</p>
014		<p>Area B should not be developed ahead of Area A as there is no need. Apply the concept of the Adopted Masterplan with access through Area A</p> <p>The development of Area B should not happen until access is available via the A361 road junction</p> <p>The Area B housing should be adjacent to the Area A housing</p>
015		Object to any development on Area B
016		<p>A one way system of access and construction traffic through Mayfair &amp; out via Manley Lane is unacceptable and dangerous</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>The idea of access through Mayfair appears desperate</p>
017		<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Mayfair is not wide enough</p> <p>The character of Mayfair would be destroyed</p> <p>How will sewerage / services be achieved ahead of Area A?</p> <p>Seek a mixture of house designs at lower density</p>
018		<p>The potential increase in traffic through Halberton is very concerning</p> <p>Construction traffic should use the new A361 road junction</p> <p>All road infrastructure should be in place before any houses are constructed</p> <p>Only one lane closures on the A361 are requested to avoid traffic re-routing through Halberton</p>
019		The fields south of Manley Lane have a special quality. Keep the fields as they are
020	MDDC	<p>How many affordable homes will be built?</p> <p>Give full consideration to landscaping &amp; species types so residents can easily manage them</p> <p>How big will the school be? What status will it have? Is there capacity at Tiverton High for this development?</p> <p>How will the community orchards / allotments be managed?</p>
021	Devon Countryside Access Forum	<p>Seek to reduce car use &amp; improve health through the provision of public access to land including multi use routes, integration of new &amp; existing routes, safe &amp; high quality routes to clear destinations including schools, shops etc. Give adequate consideration to those with mobility needs. Encourage a G.I plan including access needs.</p>
022		<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Mayfair &amp; Manley Lane are not suitable for construction or other traffic. The junctions of both with Post Hill are dangerous</p> <p>Access through Mayfair would result in piecemeal development of the EUE</p> <p>Ensure a substantial area of the GI is retained south of Manley Lane</p> <p>Ensure a high level of affordable housing is achieved</p> <p>Provide a mix of uses across the GI with safe pedestrian / cycle routes</p>
023		Object to any development on Area B
024		<p>The fields south of West Manley Lane have a special quality. Keep them as they are</p> <p>Tiverton has enough housing. The infrastructure (school, hospital, sewerage) can not take any more!</p>

025		<p>The no. of houses proposed does not accord with the 'green neighbourhood' concept</p> <p>Ensure the GI is accessible to all, provides multiple uses for all age groups &amp; provides character areas</p> <p>Provide a balance of housing types including affordable housing</p> <p>Ensure biodiversity through out the scheme</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Access for up to 475 dwellings through Mayfair is unacceptable</p> <p>Ensure the school, shops, health, employment etc are built ahead of Area B</p> <p>The development of Area B should not happen until access is available via the A361 road junction</p> <p>Consider lower density housing across Area B</p>
026		<p>Apply the concept of the original Masterplan with access through Area A</p> <p>The impact of additional traffic on the residents of Mayfair would be detrimental.</p> <p>Mayfair &amp; Manley Lane are not suitable for additional traffic</p> <p>The Residential Amenity Assessment has irregularities &amp; is biased towards development</p> <p>The temporary access through Mayfair will become permanent</p> <p>To use Mayfair &amp; Manley Lane is not a sustainable solution</p> <p>Plan SK06 of the Feasibility Study shows false visibility distances</p> <p>Removal of the Post Hill bus layby will create accidents</p> <p>The phasing of development through Area B should start adjacent to Area A first</p> <p>Design &amp; layout should be sympathetic to Mayfair / Manley Lane</p> <p>Higher density housing adjacent to the neighbourhood centre / main access routes</p> <p>Ensure a green buffer adjacent to existing Post Hill properties</p> <p>The quality of design &amp; layout should dictate the no. of houses</p> <p>Ensure the school, shops, health, employment are built ahead of Area B</p> <p>The no. of houses should accord with the 'green neighbourhood' concept</p> <p>The GI should be designed to create a sense of place in keeping with the rural location</p>
027		DUPLICATE COPY
028		The fields south of Manley Lane have a special quality. Retain it
029		<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Mayfair / Manley Lane can not accept additional traffic</p> <p>Keep the housing as far away from Halberton as possible</p> <p>500 dwellings is too many</p> <p>The GI should be accessible to all, providing a mix of activities</p>
030		<p>The development will be out of keeping with the rural character of the area.</p> <p>Integrated cycle ways &amp; footpaths are essential</p> <p>Ensure agricultural vehicles can be suitably accommodated</p> <p>Ensure adequate car parking</p> <p>Enhance biodiversity throughout the scheme</p>
031		<p>All construction traffic should use the new A361 road junction &amp; not other routes</p> <p>Traffic diverted due to A361 road closures should not be directed through Blundell's – Halberton – Sampford Peverell</p>
032		<p>Ensure no development south of West Manley Lane. Protect as GI</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Area B should not come forward until Area A is fully occupied</p>
033	SWW	<p>Details noted.</p> <p>Local infrastructure improvements required will be required once an approach is made by the future developer</p>

034		<p>Accelerating development on Area B ahead of Area A would not produce a well planned, sustainable scheme</p> <p>Traffic calming measures required through Mayfair would increase traffic pollution</p> <p>Mayfair represents the vision of the 'garden neighbourhood' in the Masterplan. Access through Mayfair would be at odds with this</p> <p>Apply the concept of the adopted Masterplan with access through Area A</p> <p>2 way access through Mayfair is unacceptable</p> <p>The Mayfair / Post Hill junction is dangerous &amp; can not accommodate additional traffic</p> <p>The impact of additional traffic through Mayfair over a 10 year period would be hugely significant</p> <p>A 'temporary access' through Mayfair would become permanent</p>
035		Significant sized agricultural vehicles require access along Manley Lane. Ensure suitable provision is made
036		<p>Area B should not be developed ahead of Area A's employment, school, health, shops etc</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Retain all hedgerows, trees etc where ever possible</p>
037		<p>Apply the original concept of the Masterplan with access through Area A</p> <p>A temporary access for up to 10 years is unacceptable on the amenity of existing residents</p> <p>Why have an Adopted Masterplan if it is not applied?</p> <p>Development of Area B should not happen until the A361 junction is complete</p>
038		<p>Apply the original concept of the Masterplan with access through Area A</p> <p>Access through Mayfair will have a sustained detrimental impact on existing residents.</p> <p>Sacrificing Mayfair is not an acceptable payoff to accelerate development on Area B</p>
039	West Manley Lane Conservation Group	<p>Apply the original concept of the Masterplan with access through Area A</p> <p>Access through Mayfair will have a detrimental impact on the existing residents</p> <p>Area A should be completed before Area B is constructed</p> <p>Housing densities should reflect the centre-to-edge concept of the Design Guide</p> <p>West Manley Lane should be a green lane for walkers / cyclists</p> <p>Ensure no development south of West Manley Lane. Protect as GI</p> <p>Enhance biodiversity / retain hedgerows / wildlife corridors</p> <p>Increase outdoor recreational opportunities</p>
040		<p>The Mayfair / Post Hill junction is dangerous &amp; can not accommodate additional traffic</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Consider alternative means of access through Hartnoll Farm</p> <p>500 dwellings is the maximum no of dwellings</p> <p>Ensure integrated GI</p> <p>Housing densities should reflect the centre-to-edge concept in the Design Guide</p> <p>Enhance biodiversity / retain hedgerows / wildlife corridors</p> <p>The GI should be accessible to all providing a mix of activities</p> <p>Ensure there's a sound management plan for areas of GI</p> <p>Integrated cycleways &amp; footpaths are essential</p>
041		<p>Apply the concept of the adopted Masterplan with access through Area A</p> <p>Access through Area A would have a detrimental impact on existing residents</p> <p>There is insufficient evidence of how flooding &amp; foul waste will be dealt with</p> <p>It's not clear how the new A361 road junction will be financed</p> <p>Ensure the Masterplanning looks properly at the location of leisure facilities</p> <p>Higher densities close to the neighbourhood centre, application of centre-to-edge concept should be applied</p>
042		<p>Development on &amp; the loss of agricultural farmland is short sighted</p> <p>Ensure employment land, health facilities etc are in place</p> <p>Can the homes be prevented from becoming holiday homes?</p>

043	<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Provide a buffer between existing &amp; proposed development</p> <p>Ensure there is no loss of privacy for existing [properties</p> <p>The proposed development should reflect the existing large detached low density housing</p> <p>Support the 'garden neighbourhood' concept</p> <p>Ensure completion of full A361 road junction</p>
044	<p>500 dwellings is the maximum no. of dwellings</p> <p>Existing roads are inadequate</p> <p>There is insufficient evidence of how flooding &amp; foul waste will be dealt with</p> <p>Wildlife will be destroyed</p> <p>Development on &amp; the loss of agricultural land is short sighted</p> <p>The planning system is skewed to assist the developer not the local residents</p>
045	<p>Ensure no development south of West Manley Lane. Protect as GI</p> <p>Existing roads (Tidcombe Lane, Glebelands Road, Follett Road) can not accommodate any additional traffic that may be attracted to use the GI</p>
046	<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Ensure only low density housing is provided</p> <p>Ensure adequate on site parking provision. On street parking is dangerous</p>
047	<p>Area B should not be developed ahead of Area A.</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>There is insufficient evidence on how flooding &amp; foul waste will be dealt with</p>
048	<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Temporary access for construction traffic only could be made</p> <p>Development should not happen ahead of the provision of community facilities</p>
049	<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>No access should be provided through Mayfair</p> <p>The Post Hill / Mayfair junction is dangerous – traffic calming will not remove the potential for accidents</p>
050	<p>The comments relate to Application 17/00910/FULL (10 Mayfair)</p>
051	<p>The Masterplanning of Area B is welcomed</p> <p>Land South of West Manley Lane has special qualities. It should be retained</p> <p>The careful planning of the GI is welcomed</p>
052	<p>Land south of West Manley Lane has special qualities. It should be retained</p>
053	<p>Area B should not be accessed through Manley Lane or Mayfair. It would result in dangerous junctions on Post Hill</p> <p>The altered road layout for Mayfair does not meet acceptable standards e.g minimum footpath widths</p> <p>A single carriageway providing 2 way access would not meet agreed highway standards</p> <p>Any increase in traffic would detrimentally impact on existing residential amenity</p> <p>The Air &amp; Noise Quality criteria in the Amenity study are not clear</p> <p>Loss of the Post Hill bus layby will create congestion &amp; accidents</p> <p>Area B should not be developed ahead of Area A's school, health, shops, employment etc</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Early delivery of Area B could result in piecemeal development</p> <p>Accessing a development of 500 dwellings through a private drive is unacceptable</p> <p>Densities should reflect good planning practice, be sympathetic with topography &amp; existing development</p> <p>Provide a green buffer with existing properties</p> <p>Enhance biodiversity &amp; a variety of uses through the GI</p>

054	<p>The Masterplanning of Area B is welcomed</p> <p>The comprehensive development of the whole of the TEUE is welcomed - avoid piecemeal development</p> <p>Area B should not be developed ahead of Area A's services and facilities</p> <p>Ensure detailed flood and sewerage risk assessments are undertaken for Area B</p> <p>Outline plans for SUDs and sewerage should be included in the Area B Masterplan – development is likely to have a high impact on existing properties</p> <p>Insufficient detail on how SUDs, attenuation ponds and sewerage treatment may be integrated with Area A</p> <p>Access via Mayfair &amp;/or Manley Lane would start the TEUE short of the aspirations of the Adopted Masterplan</p> <p>The Manley Lane &amp; Mayfair junctions with Post Hill would be dangerous for the no. of vehicles proposed</p> <p>Access through Mayfair would have a detrimental impact on the established community</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>500 homes is too many</p> <p>Affordable homes are a priority</p> <p>Apply the centre-to-edge concept of the Design Guide</p> <p>Ensure green spaces and GI throughout</p> <p>Sports fields to be sited near the school / community hub</p> <p>Bringing development on Area B forward floods the market with housing leading to ad hoc delivery of services, over crowding in schools, unnecessary disturbance to existing residents. Do not undermine the phased delivery as set out in the Adopted Masterplan</p> <p>Saddened to see the Illustrative Framework Plan in the Adopted Masterplan shows housing south of West Manley Lane</p> <p>Protect the existing quality of the countryside south of West Manley Lane</p> <p>Ensure easy links to the Railway Walk and GWC</p>
055	<p>Area B should not be developed ahead of Area A &amp; its road access to the A361, school, shops, community centre etc. It could lead to piecemeal, unsustainable development</p> <p>No access should be provided through Mayfair or Manley Lane</p> <p>Access through Mayfair does not represent a solution – just the least problematic solution of those presented in the Residential Amenity Assessment</p> <p>The Residential Amenity Assessment is flawed including drawing SK06</p> <p>The visual &amp; landscape amenity assessment does not show the criteria on which the evidence is based – a 10 fold increase in traffic will have a substantial impact on visual amenity, air &amp; noise pollution. Access through Mayfair &amp;/or Manley Lane will have a detrimental impact on existing residents</p> <p>Current consents indicate adequate supply of housing from Area Drawing SK06</p>
056	<p>Development on &amp; loss of agricultural farmland is unwelcome</p> <p>Access through Mayfair &amp;/or Manley Lane will be detrimental to existing residents &amp; the countryside</p> <p>There is insufficient evidence of how foul waste will be dealt with</p> <p>There is insufficient evidence of the impact of Area B on the local area. It all seems ill conceived</p>
057	<p>The delivery of Area B ahead of Area A will undermine the Adopted Masterplan &amp; the existing community</p> <p>The Residential Amenity Assessment indicates only an additional 2 cars being generated by 475 dwellings a minute. This is not credible</p> <p>The loss of the bus layby on Post Hill will undermine the public transport provision</p> <p>The planned footway along Mayfair is substandard</p> <p>The development of Area B ahead of Area A undermines the Masterplan that seeks to decrease / mitigate the impact of development</p> <p>How can the noise levels of 500 dwellings be unacceptable but 475 be acceptable?</p> <p>Development should not happen ahead of the provision of the community facilities</p> <p>Proposed densities exceed those in Mayfair. Higher densities should be near the community centre</p> <p>Ensure there is a green buffer adjacent to Mayfair</p> <p>Delivery of Area B ahead of Area A could undermine the development of Area A. It could result in piecemeal development</p> <p>Apply the principle of the phasing of development in the Adopted Masterplan</p> <p>Access through Mayfair / Manley Lane would have a detrimental impact on the existing community</p>

058		<p>Development of Area B ahead of Area A would result in a piecemeal, unsustainable form of development</p> <p>Access through Mayfair would have a sustained detrimental impact on the existing community</p> <p>The temporary access would become permanent</p> <p>The simplistic analysis that Mayfair could accommodate the traffic of 475 dwellings is alarming</p> <p>The Residential Amenity Assessment makes flawed assertions regarding access, noise &amp; air quality</p> <p>Proposed footpath widths are substandard – compromising healthy alternatives &amp; safety</p> <p>The Mayfair / Post Hill junction will result in accidents</p> <p>Ensure a green buffer is provided adjacent to existing development</p> <p>Abandoning the ‘phasing of development’ in the Adopted Masterplan would jeopardise S106 contributions towards the A361 road junction, community centre etc</p> <p>Housing densities should reflect those existing</p> <p>Building heights should respect the setting / outlook from the GWC</p> <p>Apply the concept of the Adopted Masterplan with access through Area A. This would overcome concerns regarding provision of services / foul waste etc</p> <p>Any access proposals other than through Area A should be rejected. Deliver the Adopted Masterplan not a weak, dangerous access option that destroys an existing community</p>
059		<p>Retain the areas of GI as they are</p> <p>Provide low density housing</p> <p>No access through Mayfair / Manley Lane</p>
060		<p>Land south of West Manley Lane and the setting of the GWC has a special character. This should be retained</p>
061	GVA	<p>The EUE has safety, road &amp; air quality risks on Blundell’s school students &amp; staff associated with an increase in traffic through the school</p> <p>The EUE will have an Impact on the rural character of Blundell’s school &amp; the associated marketing of the school &amp; as a large local employer</p> <p>No development of Area B should happen until access is available from the A361</p> <p>The Residential Amenity Assessment doesn’t fully consider the wider road network</p> <p>Control the no. of dwellings that can be built before access is available through Area A</p> <p>Ensure any temporary access arrangement remains temporary &amp; access from Area A is delivered in a timely manner</p> <p>Traffic calming on Blundell’s Road to be delivered in advance of any temporary access</p> <p>Ensure tight control of construction traffic through a Construction Traffic Management Plan for Area B &amp; minimise the impact on the operation of Blundell’s School</p> <p>Ensure commuting &amp; shopping trips are minimised by bringing forward the other land uses in a timely manner</p> <p>Provide high quality GI that respects the setting of the School</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Provide low density housing on Area B</p> <p>More than 500 dwellings would compound highway &amp; flood risks &amp; impact on the landscape</p>

062		<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Area B should not be developed ahead of Area A including access to the A361, school, shops &amp; employment</p> <p>Development of Area B ahead of Area A could result in a piecemeal form of development without infrastructure being in place</p> <p>Bringing Area B ahead of Area A is contrary to the Adopted Masterplan</p> <p>The Residential Amenity Assessment is flawed. The data appears mis-represented. 2 way access will not meet highway safety standards.</p> <p>Access should not be provided through Mayfair &amp;/or Manley Lane</p> <p>Minimum footways can not be achieved with 2 way access through Mayfair</p> <p>Insufficient evidence of the impact of a combination of housing no.s (300, 450, 500) in the Residential Amenity Assessment</p> <p>Any temporary access would become permanent</p> <p>Loss of the bus layby on Post Hill will cause accidents</p> <p>Sewerage is not considered</p> <p>Development to be phased east to west after new local facilities are available</p> <p>Ensure adequate high quality GI</p> <p>Promote the centre-to-edge concept in the Design Guide</p> <p>Do not compromise the setting of the GWC</p> <p>Provide a buffer with existing properties</p>
063		<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Access through Mayfair is unacceptable</p> <p>The Residential Amenity Assessment is flawed &amp; inaccurate. The background data to it is not available</p> <p>The Post Hill / Mayfair junction would become dangerous</p> <p>Ensure infrastructure including shops, access from the A361 is available before Area B is built</p>
064		<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>The development of Area B ahead of Area A could result in piecemeal development. Infrastructure should be provided in a timely manner to mitigate the impact of development</p> <p>Access through Mayfair is unacceptable</p> <p>My property bounds the private drive to No. 10. We have not been directly consulted</p> <p>There would be a significant increase in noise &amp; air pollution</p>
065	Woodland Trust	<p>Include extensive tree planting in Area B</p> <p>Ensure good accessibility to woodland</p> <p>Tree planting improves air quality, has mental health benefits, increases biodiversity and benefits social inclusion</p> <p>Tree planting can decrease open space maintenance budgets</p>
066		<p>Access through Mayfair is unacceptable</p> <p>The Mayfair / Post Hill junction is dangerous</p> <p>Removal of the Post Hill bus layby will create accidents</p> <p>The junction with the unadopted road in Mayfair is dangerous</p> <p>There would be significant harm through noise, light &amp; air quality with access through Mayfair</p> <p>The Residential Amenity Assessment is flawed with irregularities in the data</p> <p>Development would result in a loss of biodiversity</p> <p>Ensure a green buffer with existing properties</p> <p>Access ahead of Area A would undermine the Adopted Masterplan. It would result in piecemeal development</p>



067		<p>Area B should not be accessed through Mayfair or Manley lane</p> <p>Access other than through Area A does not accord with the Adopted Masterplan to be self-sustaining &amp; respectful of the existing community</p> <p>The development of Area B ahead of Area A could result in piecemeal development. Infrastructure should be provided in a timely manner to mitigate the impact of development</p> <p>The traffic generated by 475 dwellings &amp; construction traffic would have a sustained detrimental impact on the existing community</p> <p>Access through Mayfair would increase noise &amp; poor air quality</p> <p>Access off private drives due to the increase in traffic would be difficult</p> <p>The Residential Amenity Assessment is flawed</p> <p>Access through Mayfair does not accord with the neighbourhood garden conceptThe new neighbourhood to reflect the character and appearance of the surrounding settlement</p> <p>Inadequate footpath widths</p> <p>There would be no bus service into Area B ahead of the development of Area A Seek good quality , well managed GI</p> <p>Ensure a green buffer is provided for existing development</p>
068	Tiverton Civic Society	<p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Access through Mayfair &amp;/or Manley Lane is unacceptable – this should be used only for pedestrians / cyclists</p> <p>No access to be provided on to West Manley Lane</p> <p>Apply the centre-to-edge densities concept of the Design Guide</p> <p>Areas close to the main road routes to be built first</p> <p>Ensure delivery of affordable housing</p> <p>Utilities to be accessed through Area A</p> <p>No more than 500 houses should be built</p> <p>Minimise the impact on the existing community</p> <p>No houses should be built on the ridgeline</p> <p>Provision of GI is supported</p> <p>Football pitches should not be provided at the Manley Lane / West Manley Lane junction</p> <p>Existing hedgerows to be preserved</p>
069	Historic England	<p>Ensure a comprehensive assessment of the overall area including surrounding features including the Blundell's &amp; GWC conservation areas and Knighthayes Park.</p> <p>A full EIA on heritage grounds is not required</p> <p>Avoid or minimise harm on the significance of a designated heritage asset</p> <p>Any development to preserve the setting of historic assets or better reveal its significance</p>
070	DCC	<p>S106 contributions from Area B will be required towards the new primary school in Area A. In addition to 'early years' contributions</p> <p>No development on Area B until the school site has been acquired.</p> <p>S106 contributions from Area B will be required towards secondary school places</p> <p>A technically acceptable access is available through Mayfair but the preferred access is via the Area A distributor road</p> <p>No significant increase in traffic to be allowed on Manley lane</p> <p>S106 contributions from Area B will be required towards the grade separated A361 road junction, improvements to bus / cycle / pedestrian travel, roundabouts to Lowman Way &amp; Heathcote Way, traffic calming from Tidcombe Lane to Putson Lane</p> <p>The road layout within Area B to follow the principles of manual for Street and design excellence</p> <p>GI to be interlinked with the proposed Sustainable Drainage Strategies</p> <p>Ensure the masterplan is informed by a programme of archaeological investigation</p>

071	<p>Mayfair/Manley Lane should not be used for a temporary access into Area B.</p> <p>Access via Mayfair/Manley Lane would result in accidents</p> <p>Manley Lane is heavily used by walkers &amp; cyclists</p> <p>Access via Mayfair would have a detrimental impact on the amenity of existing residents</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>The integration of GI early in the process is essential</p> <p>Ensure construction traffic is monitored to minimise disruption</p> <p>Construction traffic only to use the A361 road junction</p> <p>Low density housing on ridgeline, higher density at lower levels</p> <p>500 dwellings is sufficient</p> <p>No more than 50 houses to be built before the school, community centre, shops etc are available</p>
072	<p>Access through Mayfair &amp;/or Manley Lane is unacceptable</p> <p>Apply the concept of the Adopted Masterplan with access through Area A. Infrastructure will then also be in place</p> <p>The technical reports to the Residential Amenity Assessment were not provided</p> <p>Road humps to slow traffic generate more pollution</p> <p>The arguments for access through Mayfair in the Residential Amenity Assessment are weak</p> <p>Existing mature boundaries that are purported to minimise the loss of amenity are see-through for a good part of the year</p> <p>Mayfair is designed such that most properties overlook Mayfair. The impact of traffic through Mayfair will be greater</p> <p>The tables in the Residential Amenity Assessment are confusing</p> <p>That 475 dwellings will have a low impact on existing amenity is incredulous</p> <p>Streets in Tiverton serving a similar quantity of traffic are wider and not cul-de-sacs. No other similar residential streets in Tiverton serve 475 dwellings</p> <p>Accidents will happen at junctions within Mayfair and on Post Hill</p> <p>Removal of the bus pull in will cause accidents</p> <p>Development should be phased out from the neighbourhood centre</p> <p>Apply the centre to edge concept of the design Guide as regards to housing densities</p> <p>Density of development to be dictated by Planning Policy</p> <p>Development on Area B ahead of Area A undermines the Adopted Masterplan</p> <p>No three storey buildings</p> <p>Provide a green buffer to Mayfair</p> <p>Ensure multiple uses GI is available with biodiversity in mind too</p>
073	<p>Access through Mayfair into Area B is wholly inappropriate</p> <p>The Residential Amenity Assessment is flawed – footways will not be wide enough; Drawing No. SK06 is inaccurate; the existing private drive serves 12 dwellings; visibility at junctions is already difficult and restricted</p> <p>The impact of noise from 500 dwellings down to 475 being acceptable, is not credible</p> <p>475 cars generating an additional 2 cars per minute is not credible</p> <p>Pollution generated by the cars would be significant</p> <p>No details of a required pumping station are available</p> <p>Access from Area A would allow an ordered &amp; sustainable approach to development on Area B</p> <p>A temporary access would become permanent</p> <p>To use Mayfair is a 'quick fix'. Not a sustainable choice</p>
074	<p>Apply the concept of the Adopted Masterplan with access through Area A.</p> <p>There is no reason for initiating construction on Area B alongside Area A</p> <p>Construction of Area A &amp; B simultaneously would be too much construction traffic</p> <p>Area A to be built ahead of Area B</p> <p>No development south of West Manley Lane</p> <p>GI south of West Manley Lane to be left to agriculture / wildlife</p>

<b>simi</b>	The Residential Amenity Assessment undermines the Adopted Masterplan.
<b>075</b>	<p>Area B should not be constructed until the Area A social infrastructure is in place</p> <p>No access through Mayfair &amp; Manley Lane – they're too narrow</p> <p>The impact on the amenity of the existing residents of access through Area A would be detrimental</p> <p>Lower density housing near Post Hill residents</p> <p>Lower density housing on the ridgeline</p> <p>Integrate GI within the development</p> <p>Provide a green buffer to Post Hill</p>
<b>076</b>	<p>Apply the concept of the Adopted Masterplan with access through Area A.</p> <p>The Residential Amenity Assessment is flawed</p> <p>Access through Mayfair &amp;/or Manley Lane is unsustainable</p> <p>Access through Mayfair will not be respectful of the existing community as defined in the Adopted Masterplan</p> <p>There is no confidence in the findings of the Residential Amenity Assessment relating to noise &amp; air pollution</p> <p>Drawing No. SK07 is inaccurate</p> <p>Relocation of Post Hill bus stop will cause accidents and not prioritise sustainable mode of travel</p> <p>A 'temporary access' through Mayfair will become permanent</p> <p>Background technical reports to the Residential Amenity Assessment were not made available</p> <p>There is no reference to sewage and surface water disposal</p>
<b>077</b>	The comments relate to Application 17/00910/FULL (10 Mayfair)
<b>078</b>	<p>All traffic (operational &amp; construction) for Area B to be provided through Area A</p> <p>Any 'temporary access' will become permanent</p> <p>Any alternative access would undermine the Adopted Masterplan</p> <p>The Residential Amenity Assessment is unreliable and flawed</p> <p>Access via Mayfair would undermine the garden neighbourhood vision of the Adopted Masterplan. It would destroy many characteristics of which the EUE is promoting including public safety, clean air, wildlife &amp; respect for the existing community</p> <p>Access through Mayfair would dominate the existing community not integrate with it</p> <p>Development of Area B ahead of Area A undermines all the Adopted Masterplan represents</p> <p>Access through Mayfair conflicts with the Local Plan Review</p> <p>The Residential Amenity Assessment does not represent a 'robust evidence base' as required by Local Plan Policy</p> <p>Foul drainage and water cannot be dealt with sustainably ahead of Area A</p> <p>Road safety at the Post Hill junction would be compromised</p> <p>Background reports to the Residential Amenity Assessment are not available – its absence questions the credibility of the consultation proves and independent review</p> <p>Drawing No. SK06 is inaccurate</p> <p>Many of the existing private drives will not meet current visibility standards. They cope at the moment but will not with an increase in traffic</p> <p>The impact of construction traffic on residential amenity will not be low just by their size, noise etc.</p> <p>Peak time traffic from 475 vehicles will be intolerable</p> <p>The mature hedging does not provide a screen in winter</p> <p>475 dwellings served by a single point of access and reduced to single file traffic at its entrance would be unprecedented in Tiverton</p> <p>Road improvements would need to be funded by the developer. Its more prudent that these funds are used for the long term access delivery and principles of the Adopted Masterplan</p> <p>Early delivery of Area B would not accelerate the rate of housing</p> <p>Development to be phased as set out in the Adopted Masterplan</p> <p>Provide a green buffer with existing dwellings</p> <p>Mixed use GI including for wildlife</p>

079	Natural England	<p>Natural England (NE) welcomes the strategic approach (masterplanning) of Area B</p> <p>Any development to take account of the ecological and hydrological characteristics of the Tidcombe Fen SSSI</p> <p>Surface water arrangements to show how the impact on the fen has been taken into consideration</p> <p>The SSSI catchment is likely to extend further than that shown on the Illustrative Framework Plan</p> <p>Ensure Area B SuDs complement Area A's</p> <p>The wider SuDs package will require a detailed maintenance, monitoring and mitigation package</p> <p>All new development to create high quality locally distinctive places including multi-functional GI</p> <p>Opportunities to increase the area of Fen meadow and rush pasture to be explored</p> <p>Ensure advance and early phase development of GI</p> <p>Seek new footpaths &amp; links, tree planting, native species, nest sites, bee bricks into buildings, lighting to encourage wildlife, green &amp; brown roofs, wildlife friendly public spaces, street trees, restoration of environmental features, permeable fencing</p>
080		Enquiry relating to Applic 13/01616/MOUT (Waddeton Park)
081	West Manley Conservation Group	<p>Development on Area B to follow Area A</p> <p>Ensure sufficient land for multi-functional open space</p> <p>There is no sound reasoning why more than 500 dwellings on Area B would be required</p> <p>Density and design of housing to reflect the Adopted Masterplan and centre to edge concept in the Design Guide</p> <p>Ensure adequate garage sizes</p> <p>Affordable housing provision to reflect community needs</p> <p>Sports and recreational areas should not be detached from good vehicular access and the housing it serves</p> <p>Update the Illustrative Framework Plan of the Adopted Masterplan to remove housing development south of West Manley Lane. It questions the robustness of the Area B masterplan.</p> <p>Would any development on Area B ahead of an Adopted masterplan be assessed against the design Guide</p> <p>Can the new homes be awarded to local residents only?</p> <p>Apply the concept of the Adopted Masterplan with access from Area A</p> <p>No access from Area B into West Manley Lane or Manley Lane</p> <p>Make West Manley Lane a 'shared lane' with reduced speed restrictions</p> <p>The Drivers Track to be a natural corridor with no vehicular access</p> <p>No provision for sewage &amp; flood protection</p> <p>Ensure Area B's SuDs &amp; attenuation ponds link up with Area A's drainage systems</p> <p>Increased water flow will impact on private sewage disposal systems</p> <p>Ensure the phasing of development is as set out in the Adopted Masterplan. This ensures social infrastructure is in place</p> <p>Avoid piecemeal development</p> <p>Retain hedge banks, trees &amp; woodland scrub</p> <p>The Masterplan should take account of the areas of high archaeological importance</p> <p>GI to be environmentally sustainable with clear access to the local community</p>

082	<p>The Masterplanning of Area B is welcomed</p> <p>Area A with its transport &amp; sewage infrastructure should be developed first</p> <p>Area B ahead of Area A will have a detrimental impact on local residents</p> <p>The Area B Masterplan should define the SuDs &amp; sewage drainage. The risk to private sewers is not immaterial</p> <p>Suitable SuDs, attenuation ponds &amp; sewage pumping station for Area B may need to be sited in Area A</p> <p>Access through Mayfair &amp;/or Manley Lane would compromise the aspirations of the Adopted Masterplan</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p> <p>Phasing of development as set out in the Adopted Masterplan</p> <p>Affordable homes are a priority.</p> <p>Apply the 'centre-to-edge' concept of the Design Guide</p> <p>Locate sports fields near the school / community centre</p> <p>There's a danger of flooding the market with too many houses – leading to piecemeal development of social infrastructure if Area A is not built</p> <p>Update the Illustrative Framework Plan in the Adopted Masterplan to remove housing south of West Manley Lane</p> <p>West Manley Lane is an outstanding example of existing GI . Retain &amp; protect it</p>
083	<p>Do not provide access through Mayfair into Area B.</p> <p>Apply the concept in the Adopted Masterplan with access through Area A</p>
084	<p>Do not provide access through the existing roads. It will have a detrimental impact on existing residents</p> <p>Build Area A first with permanent access through it into Area B</p>
085	<p>Do not provide access through Mayfair</p> <p>Apply the concept of the Adopted Masterplan with access through Area A</p>
086	<p>Access to be provided through Mayfair with a secondary access route through Area A</p> <p>Provide a cyclepath to link the Railway Line to the Canal</p> <p>The GI to have pedestrian / cycle access with an emphasis towards biodiversity</p> <p>Ensure the GI links to the Canal &amp; Tidcombe Fen</p> <p>No buildings / interpretation with the GI</p>
087	<p>Ensure no additional traffic is directed through Halberton, particularly heavy construction traffic</p>