

Mr. Ian Kemp
49 All Saints Close
Barnstaple

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20 September 2014

Dear Mr Kemp

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Reference is made to your letter of 11 September 2014 regarding the proposed development of a new house at the rear of the property at 49 All Saints Close, Barnstaple, Devon PL7 9JL.

The proposed development is shown on the attached site plan.

Yours faithfully,
[Signature]

B1. Which part of the Plan does this comment relate to?

Employment TP10,TP10,TP16, GA5, GA.

BIRMINGHAM DEVELOPMENT PLAN
Pre-submission consultation
Comments Form - Part B
Comments on soundness

Please use a separate sheet for each section of the Plan that you wish to comment on.
Please ensure

For a Plan to be sound, it must be:
Positively Prepared This means it should seek to meet objectively assessed development and infrastructure requirements where it is reasonable to do so and where this is consistent with achieving sustainable development.
considered reasonable alternatives.
development in accordance with the National Planning Policy Framework.

B1. Which part of the Plan does this comment relate to?

Connectivity (transport)TP37,GA5,GA6

B2. What is your comment?

The plan has not demonstrated at all that there will be a development of a sustainable, high quality, integrated transport system, where the most sustainable mode choices also offer the most convenient means of travel. The introduction of potentially 10000 cars and other commercial vehicles into the area of Walmley will increase pollution in the area and increase the level of stress and frustration when trying to travel to their place of work.

The plan states that the opening of Sutton Park line is desirable and a New station could be built at Walmley.

If the residents of this new area and existing residents had to travel to Heartlands Hospital for treatment then this would add to traffic congestion and CO2 emissions as there is no direct sustainable transport system.

The plan states things like the use of car sharing should be considered. The use of electric vehicles and the provision of electric charging points. (there are two in Sutton Coldfield that in my opinion have never been used).

What does the phrase (road user hierarchy) mean? If this is bus lanes on the Tyburn Road - we used to have those but they were abandoned because they didn't work.

The Plan actually states that some 25% of the City's CO2 emissions are caused by cars. How can that be good and then place a possible 10000 more car journeys through the City and Walmley.

The whole of the transport section /low emissions/environment considerations is full of very poor and contradictory suggestions like these

B3. What changes (if any) do you think should be made to the Plan to address your concerns?

Part of the Plan (9.4) section on Rail suggest expanding the the Park and ride facilities at Four Oaks railway station. My request is HOW? clearly whoever put this into the report has never travelled from Four Oaks.

The same Question would apply to all of the stations on the Cross City line.

The plan states that the opening up of the Sutton Park line should be considered to help with the congestion. Where would this be accessed? A new station where the current Post Office sorting Department is (off Upper Clifton Road)? The access to this is difficult and what about car parking. Would British rail and the Post office assist financially in this. May be a car park in Sutton Park - I dare you to try!

The plan states a New station could be built in Walmley! Presumably this would be at the top of Penns Lane so that it would be within reasonable walking distance of the near end of this development at Thimblemill Road. Try 30 mins I researched it the other day. Therefore this would require a car park with considerable capacity? WHERE?

My last suggestion would be a rapid tram system from the railway bridge at the top of Penns lane down the central reservation into the City Centre. This would meet a sustainable/ ecological etc solution!

All of the above schemes would cost money where would it come from? Only one maybe has a certain merit (the rapid tram system). It also has difficulties like the speed of building it , as an example the system out of the city along Hagley Road has been planned for years but not yet built as far as I am aware.

I am a great believer in the use of the railways/trams as the answer to providing an ecological and sustainable solution to the use of this section of green belt (area C). However the BCC must give detailed information on how in practical and monetary terms they are going to achieve this because the road transport/bus schemes will make matters considerably worse. The Plan in a nut shell is very UNSOUND. The transport issues are a very serious flaw in the whole plan.

There is however one solution to all of these horrendous solutions to make our lives better, more enjoyable, more sustainable, more ecological and that is to build these houses in another part of the CITY!! New transport ideas not required!

B4. Do you wish to speak on this issue at the examination in public? No

B5.Alan Finnemore