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14 April 2020

Mr David Kenyon
SSDC
Development Management
The Council Offices
Brympton Way
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Somerset BA20 2HT

NOTIFICATION OF AMENDED PLANS/ADDITIONAL INFORMATION

Reference: Your letter, 19/03416/OUT/David Kenyon dated 7th April 2020

Dear Mr Kenyon,

Thank you for the opportunity to comment on the amended plan for Manor Farm Templecombe.

While I remain unchanged in my view that the development has little of substance to offer the existing population of the village, I do realise that the likelihood of the project progressing to build is high. It is, therefore, in this light that I have reviewed these new papers for the project.

The new "Illustrative Masterplan" certainly is an improvement **but** must guarantee that the open spaces planned are not merely potential future expansion areas. Given the layout proposed I am very disappointed that the golden opportunity to provide safe ingress and egress on foot for house owners has NOT been identified by Origin3 or i-Transport. At flag A is a copy of the Masterplan with a suggested amended path through the new area marked Manor Green/Play Area (the site of the historic remains). This footpath has direct linkage, via a short length of unadopted road to the bus stops marked on i-Transport Local Facilities Plan, Flag B. This pedestrian access to the new development would provide a quicker route to all the rest of the village facilities rather than the very dangerous proposal to build a new footpath on the NE side of the A357. It would mean that unaccompanied school children would not be overexposed to the traffic on the A357, vehicles and pedestrians would not be competing for space both on the A357 and at the entrance to the development, where pedestrians have to cross the site access road. The footpath dangers perceived by villagers and the actual location of the proposed new footpath on the A357 has already been commented upon and hence I will not rehearse those arguments again. This proposed new, footpath, inside the development area, will require negotiation with the owner/s of the unadopted road, but this is no different to the A357 proposal that also impinges on private land. I believe that this new proposal may also impact on car usage from the development for access to facilities, school, medical services, employment and station. I do not believe it is credible that all householders on the development will walk to village facilities, particularly on a dark wet winter morning, using the very dangerous exposed footpath proposed by i-Transport, despite the affirmation of the Framework Travel Plan and its proposed enticements.

I remain concerned that the new amended plan does not address the question of Access from the A357 with reference to the consented access to two dwellings (18/03222/OUT). This is shown at Flag C. Surely this is the time to reconcile this access rather than compounding what can be identified as a potential area of conflicting interests. It is of significance that this issue be addressed now as, at the time of writing, no work has yet commenced on site.

In addition, this project, if agreed, carries the risk that the developer and planners will be creating another isolated development in a village that already suffers the historic bifurcation created by the A357 and the railway let alone the small developments on the Northern fringe of the village. There is ample evidence that recent developments, in other parts of the country, passed by Planning Authorities, have generated isolated communities within existing communities. Our recent experience of the Corona virus indicates that we must become more coherent in supporting members of the community, not more isolated.

I hope that, while not supporting the application overall, I have been constructive in my criticism.

Yours faithfully

John Grierson

CC

Mr Hayward Burt

Mr William Wallace