

Kingsdown Development

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FOR THE ATTENTION OF JAMES COULSTOCK

Corporate Director - Inclusive Economy and Sustainability

Dear James

I am writing on behalf of my Parish Council to express our frustration at the lack of information available to us regarding the biggest impact a development will have on our residents.

The Planning Department are making serious decisions regarding speculative developments in and around the Parish of Blunsdon. The latest information we have is that there is an impasse between SBC and Persimmon/Primegate over the Section 106 Agreement. No Reserved Matters application has been offered for consultation and as far as we know no agreement to contribute to the already poor and inadequate infrastructure in the area.

Our concerns are falling on unsupportive ears when recent applications for large developments have been driven through based on the success of the application for Kingsdown. It is 10 years since the space was allocated with little consultation or consideration for the ability of the local, rural infrastructure to cope with the development.

The revised Local Plan now, with these developments, will add the impact of 2705 new houses on our Parish. To our Council this seems like lazy planning - just fulfilling your housing target by acquiescing to ravaging, speculative developer applications thus reneging the main planks of the Council Plan - Fairer, Better, Greener. More importantly, the principles of sustainable planning.

The financial impact of allowing these developments around the Cold Harbour Junction is that any developer contributions are focussed not on what Swindon or the local area or the Village needs but on financing road infrastructure that National Highways demands. It strikes us as 'cart before horse'.

We would like an explanation of where the Planning department is with the Kingsdown Development and for someone to explain the following:

Developers (not our highway planning department) have carried out an iteration of the Vissim model created by National Highways that, with mitigation works over and above those being discussed in the Kingsdown S106 agreement, produces a so-called availability of capacity that can sustain vehicles from 450 houses from Kingsdown, plus more vehicles from a further 375 houses before the bridge is built over the A419. We fear and hope that Highways have considered what impact the vehicles from the remaining 1200 houses from Kingsdown will have on the rural roads and junction, plus those planned for the St Andrew's side of the road, plus those speculated in the Regulation 18 consultation for the Local Plan.

I hope you understand our worries, concerns and fear of what is extant but not planned. Incidentally, we don't include our major concerns with the outcomes of the completion of the 'missing link' at Cowley on the A417, reportedly producing an increase in traffic of 20-30%.

I await your reply or maybe a discussion where these questions may be answered.

kind regards

Ian Jankinson

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