

3 High Bullen,
Silverton,
Exeter,
EX5 4RG



24th February 2014

To whom it may concern,

We have been made aware of potential development proposed for Silverton in order to help fill the much needed shortfall in housing.

We are strongly in favour of Option 2b; to build a new settlement near to Junction 28 of the M5 at Cullompton which we feel has the opportunity to reduce or negate our concerns regarding the proposal for Silverton due to the impact it would have on current infrastructure and the environment.

Infrastructure

The road network to, and through, Silverton consists of minor roads. These have space for two way traffic in some places but are mainly single carriageway. These roads simply could not support the increase in the number of vehicles these proposals would generate – an expected 208¹ if all 160 homes are built.

This applies to all proposed sites in the village, although as an example the route to Old Butterleigh Rd (45 houses proposed) is single file traffic from all directions and the 58² additional vehicles would cause congestion, increase the risk of road traffic accidents and the risk of human casualties. Widening the road is not an option given the location of existing housing.

The availability of public transport to aid this issue is restricted to a bus service which is infrequent and expensive. A commute to a day job in Exeter costs over £7 return per day for an 8 mile journey and leaves little flexibility for working hours particularly after 1730. The bus service is primarily restricted to a hub (Exeter) and spoke system forcing long journey times, and additional cost, to key employment areas such as Sowton, Marsh Barton and the city's key development area: the Science park. These factors would contribute to continued car usage for the majority of the residents in the new homes resulting in those impacts identified above and an increased chance of failing to meet Government targets on CO2 emissions and traffic reduction targets.

We believe there will be a limit to which the Post Office and shop will benefit given parking is already under pressure, the additional vehicles assumed above will exacerbate this issue and busy families will only use these services when passing through but not if they cannot easily park to do so.

We cannot comment on the potential impact on the school, although there will undoubtedly be an increase in demand beyond which can be fulfilled with current provision at best

¹ Figures calculated based on the 2011 census average of 1.3 cars per household for the South West (an increase on 2001's average). The census can be found via the web link below;
<http://www.ons.gov.uk/ons/rel/census/2011-census/key-statistics-for-local-authorities-in-england-and-wales/stb-2011-census-key-statistics-for-england-and-wales.html#tab---Car-or-van-availability>

² See footnote 1.

resulting in further traffic with school runs to nearby villages; at worst leading to larger class sizes and a consequent reduction in the quality of education received.

The proposal for a new development at Willand would eradicate these issues as these factors could be accounted for during the planning stage. Moreover, the site offers proximity and potential access to both the rail network and a major road artery (M5) to facilitate swift access to our key employment areas in the region and further north.

The Willand proposal could also allow the installation of high speed broadband to support employee work flexibility and accessibility and businesses within the Tiverton area to boost its local economy. Retrospectively installing such equipment is assumed to be considerably more expensive.

Environment

The replacement of natural vegetation and farmland with houses, driveways and access roads to them is likely to increase the run-off of rainwater into the two streams running through the village increasing the risk of both localised and downstream flooding (likely at Stoke Canon) caused by the increase water volume. Recent events should provide a sufficient example of why the region should not be increasing this risk. The Willand proposal is evidently not devoid of this risk but with the hills to the East of the village blocking quick access to the Culm and the opportunity to plan for reducing water run-off the risk is considerably lower.

We hope you consider these points when deciding the outcome of the planning consultations.

Yours Sincerely

Mr & Mrs Euesden