

Sandra Hutchings

From: Roger Perrett <
Sent: 18 March 2014 22:41
To: rpn
Cc:
Subject: Local Planning Review 2014 Consultation

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Dear Sir/Madam

I would like to submit the following objections to the proposed land allocations in and around Willand.

Local Planning Review 2014 Consultation

General Allocations in Willand

Any allocations should be dependent on the developer of the land being able to demonstrate that the development of green field and agricultural sites are necessary and that all other brown field sites and sites that have in other ways been partially developed in Mid Devon have been fully utilised and populated.

The allocation of land between Willand and the Junction27 (M5) has been identified and associated to the Willand allocation but falls outside the boundary of the Parish. In order to consider this option at any point, a boundary review is necessary so as to encompass any development within the governance and accountability of local responsibility, that is Willand Parish Council.

A situation where a new site of 3000 dwellings (a small town) is created and where the residents would be subject to the accountability of the local governance of Halberton, a village several miles away is ridiculously flawed. The first consideration for residential development should be the creation of community. The first principle of community is the feeling of belonging. In order to build a strong and sustainable community anywhere there has to be in place a common accountable governance, not two or more Parish Councils contributing to a matter where the outcome will in reality only affect a group of people that associate themselves with Willand. Without boundary change the community would be dysfunctional and disjointed.

Another significant matter would be the distribution of the S106 funding provided by any such development. This fund should be a contribution for the benefit of the local community. Without boundary change this funding will be allocated to Halberton and spent in Halberton. Neither the residents of any new development or Willand will benefit. As any such new development will depend on Willand for local amenity, any capital projects produced from such funding should benefit the whole of the local community including any new development. This will only happen if the boundary of Willand is changed to include any expansion of the settlement area.

In the long term, any new development would want to see the collection of council tax spent to their benefit, locally. The impact of any additional traffic would need to be thoroughly investigated and would have to conclude that the B3181 is unsuitable. The B3181 from Willand to Cullompton is barely adequate at the moment and at pinch points such as Cullompton High Street cannot cope with the current level of traffic congestion at peak times. As nothing more than an expanding commuter settlement, 3000 more homes would have a significant and negative impact on the road system.

Willand has had land allocated and set aside for industrial use for many years and it still remains largely undeveloped. The allocation of further land for industrial use would appear to be pure folly, unless considered in isolation in terms of individual profit.

It is unsustainable to continually allocate more land for development simply because existing allocations and developers do not exercise the option to fully develop to the allocations potential.

If all the proposals in this plan are realised, the total number of allocated houses in this proposal would have Willand and the area immediately surrounding Willand accommodate 47% of the housing allocation for the whole of Mid

Devon in this round of planning. An unfair, unjust and short sighted approach to the housing need. Willand has played the role of the sacrificial lamb in past planning rounds, not again. Each and every town and village must have a demand for housing, however small, and these needs should be met and distributed locally.

Devon may well be a destination county to live in but if development is increased thoughtlessly the attractive environment that is so sought after will be lost.

Statements about environmental protection and green infrastructure need to be supported by credible actions that are legally enforceable. At a point before any land is to be reallocated for development, the planning authority should carry out a survey of significant trees, banks and hedgerows and apply TPOs and other preservation measures to ensure the green amenity is not lost. Even if it is agreed, after such measures are in place, that some green amenity has to be removed to proceed with development, these measures will allow the planning authority to stipulate a level of compensatory landscaping and replanting to ensure the natural balance is maintained. This has not been the experience before in Willand. The current industrial development off of Four Cross Ways, Willand has seen the developer remove the boundary trees before specific planning was applied for. To this day there has been no construction on the land deprived of these substantial trees, just a loss of amenity.

Quicks Farm Allocation

This site is allocated on working agricultural land and should not be a first option. Access to this site would present challenges and would be detrimental to the existing settlement. Planning considerations that would have to be applied to the existing adjacent settlement would be unacceptable. Increased levels of traffic flow to and from this allocation would be of significant long term detriment to the Willand Moor residents if access is not established on to Uffculme Road (B3440). The land already allocated for affordable housing along Uffculme Road shares this proposed site allocation, so land ownership of this proposed allocation should be established and land swaps introduced if necessary to affect adequate and safe access from the B3440. Vehicular access limited from the B3440 would negate the introduction of unwelcome rat runs and increased traffic flow along unsuitable roads. The road network in the established residential area of Buttercup Road and Elderberry Way is only adequately designed for the slow moving traffic flows of vehicles arriving at their destination and are shared by pedestrians. The introduction of through traffic would increase traffic speed and be detrimental to the environment of this existing part of the village, putting at risk the safe nature of the area.

Access to this site from Willand Moor Road would impose an unacceptable site entrance in the existing estate that would have an adverse impact on the area and the well being of the residents. Noise, mess and damage caused by heavy vehicles would have a lasting impact.

For all the reasons given above and a reasonable mistrust of any developer's moral compass, I object to any further development in or around Willand.

Mr R Perrett
2 Buttercup Rd
Willand
EX15 2TX